

Relaxing Russians

In the true spirit of Glasnost, the first Soviet warship to visit Portsmouth in 14 years lived up to her name — Bezuprechny (Irreproachable).

The arrival of the 6,000-tonne Sovremenny Class destroyer came after last year's visit to Leningrad by HMS Bristol and was well-received in the city.

During their week-long visit the Russians were hosted by the carrier HMS Invincible. LS Neil Habberly looks on here while Vladimir Shepitko relaxes on board HMS Victory with shipmates Aydeev, Moldagaliev and Nuzlar.



SLIM DOWN TO FILL GAPS

- Destroyers/frigates down to 40
- Eleven submarines may go
- But only 3,000 off manpower and all major projects saved

A ROYAL NAVY of reduced submarine and destroyer/frigate numbers but with virtually all its major capabilities and weapons projects remaining, and with an RN/RM strength about only 3,000 down on today — that is the prospect envisaged by last month's Options for Change statement.

The intentions include completion of a four-boat Trident force to replace Polaris; retention of three carriers (with two operational as at present); a continuing amphibious capability, with studies proceeding over replacing the assault ships HMS Intrepid and Fearless; and plans to introduce an aviation support ship.

For the Minor War Vessel Flotilla, the long-term plan is basically unchanged.

The Navy's Sea Harriers are to be updated and, subject to satisfactory progress, the EH101 (Merlin) helicopter programme will proceed.

'A great deal of benefit to be derived'

STRESSING that the need for an effective and capable Navy remains, the First Sea Lord (Admiral Sir Julian Oswald) said in a message to the Fleet: "All three British Services are inevitably going to be smaller, but the aim is that they should be properly equipped and manned, well trained and well motivated."

"In order to meet our essen-

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gramme will proceed.

Principal losses for the Navy lie in the reduction from 27 Fleet nuclear and diesel-powered submarines to about 16, of which three-quarters will be nuclear, and in the overall destroyer/frigate reduction of about eight vessels (from 48 to about 40).

But emphasis is being placed on the fact that it is the older, manpower-intensive vessels which will go, while new vessels entering service have enhanced capability.

At the same time the changed numbers open up the prospect of a marked reduction in billet gapping, as is pointed out by the First Sea Lord (Admiral Sir Julian Oswald).

With the broad proposals for the Services covering a five-year period, the figures relate to a date in the mid-1990s. But as part of an immediate exercise to ease pressure on the current defence budget, several surface ships and submarines are to be retired early, and an announcement is expected shortly.

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Double review

TWO Royal reviews were about to take place in the Solent as Navy News went to press.

To mark the 150th anniversary of the Cunard line, HMY Britannia, with the Queen and the Duke of Edinburgh embarked, was on July 27 sailing past an array of ships, including the Queen Elizabeth 2. Involved also were HMS Broadsword and several smaller naval vessels.

A few days later, on July 30, large numbers of yachts from scores of clubs were expected at Spithead for a review carried out from the Britannia by the Queen Mother to mark her 90th birthday.

CURBS ON POLL TAX EXTRAS AWAITED

"DOUBLE-charged" sailors, who own their homes but live in quarters in another area, are waiting hopefully for details after the Government announcement in July of community charge concessions.

Reports indicated there were plans to curb the powers of local councils to levy the standard charge on "involuntary second home owners". This could lead to reductions next year for several groups, including Service personnel.

It might also help some house owners with difficulty in selling because of a move.

As reported last month — when a senior rate argued strongly for a community charge concession — some councils have been charging the maximum multiplier of two in levying the standard charge on the owner or tenant of a domestic property which is not his or her sole or main residence.

Now, it is understood, the discretion of local authorities could be restricted so that there will be a maximum multiplier of one.

Another community charge development will benefit some young naval apprentices. Representations by HMS Collingwood have resulted in Fareham Borough Council agreeing, after taking legal advice, that some 270 trainee artificers there should be classed as students and so required to pay only 20 per cent of the community charge.

It is understood that negotiations are continuing concerning student status for numbers of young trainees at several Gosport area establishments.



The autumn collection

Preparing to abandon ship are some of the first Wren volunteers for sea service on the combined Basic Sea Survival course at HMS Phoenix, the Navy's Damage Control School at Portsmouth.

While training to deal with major emergencies at sea, the Wrens pitched into the water wearing their survival suits and also took part in fire-fighting exercises.

Over 8,000 sailors pass through HMS Phoenix each year and as the first Wrens prepare for their draft to the Type 22 frigate HMS Brilliant they can expect to return for more advanced courses in the near future.

Picture: PO(Phot) Stu Antrobus.

GEORGE MEDALS

As Navy News went to press it was announced that the George Medal has been awarded to helicopter winchmen POACMN Dave Wallace and Stephen Wright who rescued 40 passengers and crew from the sinking Pakistani container ship Muree off Start Point Devon last October.

HEAT IS ON FOR ATHLETES

TO help pay for the European Special Olympics which are being held in the Strathclyde region, Clyde Submarine Base is taking part in fund-raising events as part of the "Adopt an Athlete" programme.

One team from the base recently entered the Bruichladdich Scottish Islands Peaks Race and raised nearly £400 in sponsorship money.

The team sailed, climbed and ran for over 67 hours to finish 13th out of 51 starters and were just pipped at the post by the Army who won the Services Trophy.

Pictured on board HMS Neptune's Sigma 33, "Scorcher" are from left, Capt. Sergio Miller RM, Lieut.-Cdr. Steve Burton, Lieut. Jamie Hay, Lieut. Adam Egeland and Lieut. Alex Danning RM.



Bridging the gap

TAKING time out from their more usual jobs were 12 men from the Fleet Engineering Centre, Rosyth, who responded to a call for help from the National Trust for Scotland.

Glencairn Bridge, in the picturesque Dollar Glen, was originally built by the Navy 10 years ago and when it became apparent it was in need of repair the Navy was more than willing to lend a hand.

In charge of the group, who refurbished the bridge, was Charge Chief Alex Penman who said the job was "a welcome challenge and refreshing change from ship repair work."



Helping Hands



'Hello' from helos at 826 Squadron

WHEN six-year-old Stuart Davis was invited to 826 Squadron at RN air station Cudrose, it turned out to be a trip of a lifetime.

Stuart, from Camborne, suffers from haemophilia and he first met the pilots and aircrew from 826 when they delivered their 50th birthday cake to Trefiske Hospital where Stuart was being treated.

The sight of the Sea King left him hooked on helicopters and when his father wrote to thank the Squadron, Cdr. Phil Shaw decided to invite Stuart and his parents to Cudrose.

Their visit included a look around the aircraft, a flying demonstration by Cdr. Shaw himself, a winching demonstration and the presentation of a signed photo of the Sea King at sea.

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The traditional sports of

Mangold Dangling (an over-sized game of skittles using humans!) and Cow Patting were just a couple of the activities taking place at a charity barbecue given by Naval HQ staff at Yeovilton.

The charity committees of FONA and Aircraft Support Executive organised the event which raised over £500 for local charities including Women's Aid and the Yeovil Opportunity Group.

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By way of saying "thank you" for the care given to his baby daughter Hannah by the Special Care Baby Unit at St Mary's Hospital, Portsmouth, CPO Martin Salmon, from HMS Daedalus, took part in

the London Marathon to raise funds.

A keen athlete, CPO Salmon thought running in the marathon would be an ideal way to help the unit and he raised £300.

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The Northants branch of the Submarine Old Comrades Association has embarked on an ambitious project entitled "Operation Deep Pockets," the main purpose of which is to raise money for the Guide Dogs for the Blind Association and the Submarine Memorial Trust.

The money is being raised principally by a raffle and the six main prizes are a day at sea in a submarine in October this year.

If anyone wishes to donate a prize to the raffle, would like to buy a ticket (50p each) or would like further details concerning the charity dinner, during which the raffle will be drawn, they should contact Mick Britton, tel. 0536 725821 or Peter Strand, tel. 0536 84460.

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At a charity lunch held by HMS Cambria (South Wales Division, RNR), £403 was raised for Holme Tower League of Friends.

The cheque was presented by Cdr. J. Curteis, captain of HMS Cambria, to Mr Graham Vining, chairman of the League of Friends Committee.

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LWEMs Stevie Chouns, Terry Clarke and Robert Charles, currently serving at HMS Collingwood, the Weapons Engineering School at Fareham, returned to their home town of Norwich to present a cheque to the Norfolk and Norwich Jenny Lynd Children's Ward.

They raised £382 by taking part in a two-day sponsored archaeological dig at the Castle Mall site in Norwich.

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Cycling, swimming, running and rowing were the orders of the day when HMS Temeraire organised a 24-hour Quadrathon in aid of the Telethon Appeal.

The event was masterminded by CPO Ray Ewins who also took part, covering a total of 120 miles over the four disciplines and raising £857.

The final stage involved a 20 mile run to the TVS studios in Southampton where CPO Ewins presented a cheque for

Osprey's on call for new lifeline



THANKS to funds raised by personnel at HMS Osprey, Portland, one old-aged pensioner now knows that assistance is on hand at the press of a button.

Money raised during HMS Osprey's Sports and Families Days, along with various other charity events, went towards buying a Piper Lifeline phone which was presented to Mrs Lillian Smith on behalf of Help the Aged and Weymouth and Portland Borough Council.

The proud new owner was all smiles as she explained how she already needed to use the helpline only weeks after it had been installed.

Pictured with Mrs Smith are, from left, Mr Ian White (Welfare Officer, Weymouth and Portland Borough Council), Second Officer Helen Sowton (HMS Osprey), Sqn. Ldr. Douglas Barnes, retd. (Help the Aged) and POWren Jan Turley (HMS Osprey).

£1,000 to Telethon presenter Fern Britton.

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The Type 42 destroyer, HMS Birmingham, temporarily became an à la carte restaurant when members of the 206th Panther Patrol of the Birmingham Scout Troop visited the ship as part of the Scouts' "Go for a Million" campaign.

One of their challenges is to cook and serve a meal in an unusual or exciting location and they requested use of the Birmingham's galley to produce a three-course meal which they could share with the officers.

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HMS Sirius, the Leander Class frigate, and Devonport Management Ltd. competed against each other in a sponsored "raft race" across the DML basin in Devonport dockyard.

Early stages of the race indicated it was going to be closely fought but as the ship's rafts became targets for the water hoses and flour bombs DML "steamed" ahead to win.

Over £4,000 was raised on the day which will be divided between the Telethon Appeal and the ship's charity, Doubletrees School for the physically and mentally handicapped.

PADDLE POWER!



WRENS from HMS Dryad, the School of Maritime Operations, made quite a "splash" when they took part in the Trans Hamble Charity Raft Race.

The race, organised by the Locks Heath Rotary Club, actively encouraged all teams to "drink and drive" as they carried their home-made rafts to six pubs on both shores of the river.

On the day it soon became apparent that the Dryad raft was not that seaworthy and as their

chosen charity, the RNLI, was not at hand the girls depended on sheer effort and a few helping hands to make it across the Hamble.

With the raft still intact the all-girl team finished the race in good time and raised £230 for the RNLI.

Pictured finding their sea legs prior to the race are, from left, Wrens Sarah Walraven, Clare Worgan, Emma Dodd, Zoe Neal and Angie Hares.

Hermione keeps it in the family

IT was a real family affair for the Leander Class frigate HMS Hermione when she held a sponsored Top of the Rock race during a visit to Gibraltar.

Nine-year-old Piers, son of the Hermione's commanding officer, Capt. Andrew Ritchie, finished a creditable fifth in 26min. 17sec. and gave Lieut. Chris Robin, the ship's Lynx pilot who finished fourth, a good run for his money.

Mrs Cherry Ritchie, the captain's wife, was invited to present the prizes but the sight of

all the runners at the starting line was too much to resist and she decided to take part, finishing 49th equal with her husband.

In all 75 members of the ship's company entered the race in aid of the Hermione's adopted charity, Barnardos, of Barrow Green, Kendall, and first to reach the top of the rock

was LS George Hewitt with ABs Kew and Williams in second and third places respectively completing a hat trick for 3 Mess.

The rock race raised £31 for the ship's charity which was later added to another £230 raised by POEMs Sherbie Barrett and George Capelin in a sponsored slim.

SDs to offer sage advice

A first-time dinner for serving SD Commanders may have seen the start of a new consultative body to offer advice on service matters.

LIVER LIFE SAVER

WHEN Addenbrookes Hospital, Cambridge, was notified of a liver available for transplant at Southampton General the airfield at HMS Daedalus, normally closed to aircraft in the early hours, was called into action.

A surgical team from Addenbrookes was collected from Stanstead airport and flown on to HMS Daedalus where the RN air station Lee-on-Solent Safety Services and a medical team from HMS Collingwood were waiting.

The hospital team went on to Southampton and after removing the donor liver returned to Daedalus for the flight back to Stanstead.

IN BRIEF

A letter from John Scott, Nelson's secretary and one of the first casualties of Trafalgar, has been acquired by the Royal Naval Museum together with others of condolences to his widow.

The £500 Anderson prize for essays on maritime history will next be awarded in 1992. Contact the Society for Nautical Research through Lawrence Phillips, Room 0384, MOD Main Building, Whitehall SW1A 2HB for details.

Three Russian submarines of the 1950s have arrived at the breaker's yard at Cairnryan, Dumfriesshire, towed by Polish tugs — one sank on the way.

Forty-six years after his father ordered the invasion of Europe from his headquarters at HMS Dryad, Mr John Eisenhower paid a nostalgic visit to Southwick House. Later the carrier USS Eisenhower took him across the Channel for the D-Day anniversary ceremonies in France.

HMS Nelson's field gun team ran away with all the trophies — except the runners up prize — at the annual Brickwoods Competition.

Twelve were able to attend and it is hoped to repeat the event in Portsmouth next year.

Commander William Burling, the senior Commander presiding, told Navy News it was thought the combined experience of nearly 400 years in the group as a whole would be of value.

"I think particularly so in recruitment, skill requirements, manpower retention and the future structure of the officer corps — and I hope some informal proposals to tap this source of corporate knowledge will be forthcoming," he said.

The dinner was organised by Commander Anthony Moore at HMS Drake.

More Home comforts

Lavish leisure facilities opened at Portsmouth's Royal Sailors' Home Club now make it one of the biggest and best equipped hotels in the city.

The building's basement has been fitted out with a swimming pool, jacuzzi, solarium, skittle alley and snooker room with areas set aside for carpet bowls, darts and a fitness suite. In addition, the complex has its own licensed bar and hairdressing salon — and there are hair driers in the changing rooms, too.

In opening the luxury centre former Flag Officer Portsmouth Vice-Admiral Sir Anthony Tippet underlined the source of the £600,000 that funded it — the China Fleet Club at Hong Kong — and took the opportunity to get a quick trim from the club's barber of 28 years, Mr Richard Short.

Last month a new carvery restaurant came into service.

Mersey reunion

Back to her birthplace on the Mersey for the first time since building at Birkenhead, HMS Campbelltown quickly renewed her old friendships.

The workforce at Cammel Lairds, Birkenhead, who had last seen the Type 22 frigate in February last year, welcomed her back on a visit that coincided with the annual Battle of the Atlantic celebrations — in which she acted as flagship for the Flag Officer Plymouth, Vice-Admiral Sir Alan Grose.

Then it was back to Devonport to prepare for a new role as flagship of the NATO Standing Naval Force Atlantic.

HMS Avenger has had a busy 12 months with planned West Indies guard duty giving way to a work-up package and structural alterations followed by deployment to the South Atlantic.

After providing ceremonial guard at the embassy at Dakar for the Queen's birthday reception the Type 21 frigate exchanged the searing heat of the tropics for the chill of the southern ocean. She arrived on station in the Falklands on May 19 and is due to complete her tour there later this month.

In exercises with the resident infantry company the Type 21 frigate excelled herself in gun-fire support, according to Lieut. Andrew Bridgen.

"Our Vickers 4.5 performed faultlessly, firing over 150 rounds in succession at the

BANKABLE ASSET

HMS Chatham was quick to bank on Kelly Tidman as the Type 22 frigate's official pin-up. The 19-year-old from Walserslade, Chatham also has an eye for figures — she works for the Nat West in London.

Photo — WO(Phot) Bob Pearce.



A hot shot down in the cold South . . .

orders of the 1st Duke of Wellington's Regiment — their only complaint was that it was too accurate."

The ship's Lynx has also worked well, in all weather conditions, enabling its pilot, Lieut. James Dible, to notch up his 1,000th flying hour.

Sea Days

On 15 June the Avenger returned to Fox Bay — eight years to the day after she accepted the surrender of over 1,000 Argentinians there. A week later she joined HMS Leeds Castle and the submarine HMS Opossum with the RFAs Gold Rover and Diligence and a var-

iety of RAF and civilian aircraft to put on a Sea Days spectacular for 400 guests including the Governor of the Falklands, Mr William Fullerton.

In a March and Shoot competition attracting all the units at Mount Pleasant, Surg. Lieut. Tony Hudson showed he had as steady a hand with the Light Machine Gun as he had with the scalpel by making the top score with that weapon. The Avenger came fourth in the shooting and seventh overall, beating many of the Army and RAF entries. Winners were the Falkland Island defence Force.

Later the ship came out on top in the Tri-Service hockey competition.

ROCK AID

Before starting their stint in the Gulf, HM ships York, Battleaxe and Jupiter and RFA Orangeleaf made a combined assault on the Rock of Gibraltar in aid of the ITV Telethon appeal.

There were 179 runners taking part in the event — which was filmed by Yorkshire TV. First man home in 21 minutes was Lieut. Dave Allan of HMS Jupiter, with the York's POPT Henry Gibson and MEM Glenn Affleck close on his heels.

The four ships will also be visiting India, Pakistan, Malaysia, Kenya, the Seychelles, Hong Kong and Australia before they return to the UK in November.

Hunters in company

HMS Quorn, newest member of the Rosyth-based minehunting flotilla, played host to 16 members of the Quorn Hunt and Quorn Young Farmers when they arrived for a day at sea.

This gave the ship's company the chance to pick their 1990 pin-up — Jayne Bridge, who regularly rides out with the hunt, was unanimously elected.

The Quorn then joined the Group Six Calendar Deployment in company with HMS Berkeley and HMS Chiddingfold for two successful exercises — Open Gate off the coast of Portugal, and a Passex with Spanish mine counter measure vessels based in Palma.

Ports visited included Lisbon, Troia, Las Palmas and Marseille and in Gibraltar 15 QARNNS were invited on board for lunch.

HMS Quorn will now carry Rolls-Royce's famed symbol, "The Spirit of Ecstasy", after winning the FD12 Generator Upkeep Trophy by producing the best operating results achieved from a single engine in the six months up to June this year.

He ain't heavy ...

DWARFING the Leander Class frigate HMS Charybdis is the MV Esso Pacific, the third largest tanker in the world.

The Cherry-B met up with the tanker while on patrol in the south Persian Gulf where she was operating as part of the Armilla Patrol together with HM ships Cardiff and Liverpool.

She arrived home in Portsmouth last month after celebrating her 21st birthday at sea.



Streaming cuts down on training

In the Marine Engineering Branch it is becoming progressively more important to get the right man into the right job.

"Streaming" is very much the name of the game with the requirement to utilise past experience and training and reduce the need for future training.

As you progress up the promotion ladder you will find yourself going to jobs which match you rather than training you to match the job. Drafty's aim is to keep you, the customer, happy but we need your personal input in the form of a comprehensive and accurate DPC, or C.240 if you want a specific job or course.

ERP — What does it do?

Questions received by Drafty suggest that the rules given in BR14 concerning the Emergency Relief Pool are either not fully understood or researched. For the ME branch the "Pool" is made up as follows:

Three CCMEA ML (one gas, one steam, one any); three CPOMEA ML (one gas, one steam, one any); three CPOMEA ML (ADICE, preferably with small ships MEO experience); two CPOMEA EL; three CPOMEA ML; six POMEM (M); two POMEM (M) (MICE, preferably minor war vessel experience); two POMEM (L); three LMEM (L); two LMEM (L) (preferably minor war vessel experience); one LMEM (L); six LMEM (L); six MEM (M); three MEM (L).

Because of the shortage of MEM (L)s there are presently no men in the ERP MEM (L) billets.

Essentially men in the ERP are there to fill billets at sea which become vacant due to unforeseen events such as sickness, compassionate drafts and so on.

The MEO will first try to find a replacement from other ships of the Squadron or Flotilla using the Squad or Flot Trawl procedure. If this avenue is unsuccessful, he raises a REQLEF signal to CINCFLEET, info CENTURION.

Drafty will initially attempt to find an early out of turn volunteer to fill the billet but, if this is not possible, he will then provide a name to CINCFLEET taken from the men on the ERP list. Only CINCFLEET has the authority to

Drafty

activate the ERP; it is not CENTURION'S responsibility. Drafty subsequently issues a supporting Draft Order.

The ERP is filled only by those men who are due sea service and they are given the statutory five months notice of draft into the ERP. Men remain in the ERP for three months. If they are not activated, the time spent in the ERP is counted as shore service. If they are, the man normally spends six months in the



"Wanna borrow my bastard file to make him fit better?"

Clanky's Corner

This probing has for example resulted in a considerable saving by having the MHULL course deleted from the PJT package for CMEM(M)'s joining Type 42's. Could your suggestion be the next saving?

who are fully qualified and is known as the "Active" roster. The other lists those who, for some reason, are not yet fully eligible for MEACC — this is the "Dormant" roster. If you are one of the 79 men currently on the latter and you have not yet cleared your codicil after one year, then a reminder is sent out to your Commanding Officer by HMS Sultan.

This initiative is proving fruitful since it appears to rekindle the enthusiasm to clear the outstanding codicil and thus join the Active roster.

ACES up and running

This early selection process for MEACC introduced by DCI 3/89 is now up and running and of the 59 men who have appeared before the Board, 27 have been selected (26 L's and one M).

At the time of writing some 40 men are waiting to appear before the Board. Incidentally, ratings selected via the ACES scheme now become fully qualified professionally for LMEM after successfully completing the fourth term of the MEACC.

Portsmouth small ships

FSU 01 and the ships of MCM2 Squadron, (HMS Atherton, Brecon, Cottesmore, Cattistock and Hurworth) are moving to Base Port Portsmouth next year. This opens up options for those in the south who are interested in serving in these modern, complex vessels. Also there are several shore jobs in the Portsmouth area where experience in these vessels is required.

Computer check

For some Artificer jobs it is necessary to know if you are a fitter and turner or a metalworker. Over the past few months we have managed to raise the proportion of men properly classified in our computer from 40 per cent to 90 per cent. If you have received a request from Drafty for this information and haven't returned it please do so now so that we can complete the exercise. It could well be to your benefit.

THE TEAM

ME Drafting Commander — Cdr Mike Broadbent (extn 2152/2574); WO (MEA/MEM) and FSD's — CPOWTR Kev Hamlyn (extn 2152/2574); MEA Drafting Officer — Lt Cdr Doug Roberts (extn 2572); CC and CPOMEA ML/EL — POWTR Tony Aris and ALWREN WTR Corinne Donkin (extn 2576); POMEA and JR's M/EL — CCMEA Toby Tyler (extn 2515); MEA Drafting Officer — Lt Cdr John Fisher (extn 2514); CMEM and POMEM (M/L) — POWREN WTR Jacqui Morgan (extn 2577); LMEM (M/L) — POWTR Steve Tuvey (extn 2514); MEM (M/L) (SEA) — POMEM(M) Shep Woolham (extn 2578); MEM (M/L) (SHORE/LQAC) — LWREN Jo Llewellyn (extn 2578) and WTR Jim Hendry; Correspondence — WREN WTR Nikki Brown.

Operator and maintainer functions to separate

The advent of the Type 23 and other considerations have given rise to the concept of separating the operator and maintainer functions in the advancement structure of MEAs.

Already action is well in hand to line up the advancement of junior artificers with other branches and the stokers such that the old "2's Fleetboard or FB for acting POMEA" will disappear and be replaced by a fleetboard for advancement to A/POMEA which will examine the maintenance and leadership skills required of a PO Artificer. Confirmation as a PO Artificer will require the man to demonstrate satisfactory "operator skills" for the award of a Control Room Certificate — Gas or Boiler ticket.

Similar efforts are being made at CPO level to separate the operator requirement for MEOW from that needed for advancement to CPO. Draft syllabi are being discussed now.

Why such a lot of local acting?

There are quite a few CPO-MEA(ML) who have passed the Charge Ticket but who cannot yet be advanced because there are either too many CCMEA(ML)s already or they may not be qualified by time or sea service.

But why can some CPOMEA (ML)s not necessarily qualified for Charge Chief be made Local Acting? For a variety of reasons CCMEA billets become vacant which cannot immediately be filled by suitably qualified men because drafting rules or higher priority jobs preclude this.

Suitably qualified men are only advanced to CCMEA when the bearing drops below the authorised numbers: LACCMEA's do not count towards the bearing, therefore the advancement pipeline is not affected. Although we are presently slightly overborne with CCMEA (ML), it is anticipated that by March next year when the next WO selections are due, the pendulum will swing the other way and a minor shortage situation may well be the case.

Worthwhile to weld

Earlier this year certain Senior Rate Mechanics who hold the ADPIPE Qualifications were approached to volunteer for the HDPW course. The response was excellent (75 per cent) and the first men commenced course last month with three more in January 91.

There remains a requirement for yet more HDPW volunteers and candidates who successfully complete the course will gain a City and Guilds Certificate 215 Part III in Welding Engineering Craft Studies.

If you don't ask, you don't get — don't forget to volunteer for courses and drafts for which you are eligible. Whilst you may be turned down initially — probably due to being in the wrong place at the wrong time — your C240 remains valid for two years and will be reconsidered later.

Don't forget the kids

There are occasions when it is important to know whether or not you have children and how old they are in order to judge your suitability for a particular draft.

Therefore you are advised to give the details required (sex and year of birth) in the box in the top right hand corner of the new DPF. If you use the old style DPC make sure you still tell Drafty.

Post PJT blues

Have you ever completed a PJT Course and then joined your ship only to find that your training was not utilised? If so then you should bring this fact to the attention of your MEO who will then represent it through SMEO and thence to FMEO.

Being ever mindful of the need to reduce the cost of shore training — which is not only expensive in both manpower and resources but also in many cases a thorn in the side of those that it brings NPPE to the Portsmouth area for training — Drafty is constantly monitoring the necessity for some PJT courses.

AIRCREW WANTED



Are you bored with your present job? Do you want more excitement? Do you want more pay? If you do come and "Fly Navy" as an aircrewman.

Volunteers are required from AB's and LH's in non-technical branches, aged between 19 and 26, NA-MET 3/3 or better and medically fit (B1).

Details in BR 1066 Article 1523 or ring Culdrose extn 2465 for information and pamphlets.

Ex Part 3s all ashore

MEM's ex Part 2 training at HMS Sultan and borne additional for sea training in the Training Margin have now been removed from all ships as directed by DGNMT last autumn and no change in this position is envisaged for the foreseeable future.

Ships must now carry out their task using their basic Scheme of Complement as authorised.

However, some ships, as agreed with CINCFLEET, do have additional MEM(M)s in lieu of MEM (L)s whose billets would otherwise have to be gapped because of a temporary shortage of MEM (L)s. It is planned to redress this imbalance of M's and L's as and when properly trained men become available, but once again regrettably no accurate forecast can be given.

Artificer candidates courses

The roster is currently dry and as potential candidates become fully qualified they are drafted to Sultan for the next available course — next one is June 91.

Two separate rosters are kept for the MEACC. One lists those

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Example and Explorer are two of the four Archer class coastal training craft operated by the Royal Naval Auxiliary Service, providing training in navigation, seamanship and engineering.

Picture: Auxiliary Lieut.-Cdr. Jonathan Timewell

TUNING IN TO THE ARCHERS . . .

OUT on patrol (above) in the Portsmouth flag area are Auxiliary Service Vessel Example and her sister ship, Explorer.

They are two of the 14 coastal training craft making up the Archer Class. Four of the vessels come under the aegis of the Royal Naval Auxiliary Service — the two pictured, plus Express and Exploit. The others are operated by the Royal Naval Reserve.

Suitable for use around the coasts of the UK for navigation, seamanship and engineering training, the craft are 20m long and displace 35 tonnes.

Ordered from Watercraft Ltd, Shoreham, only Archer, Example, Explorer, Biter and Smiter, were completed when

the company went into liquidation in 1986. The remaining nine were towed to Portsmouth for completion by Vosper Thornycroft.

Endurance

The vessels have a hard chine hull and are powered by twin diesel engines. They have a cruising speed of 15 knots and a sprinting speed of 22. At an economic speed and fuel consumption they have an endurance of three days. Their ship's company numbers 14.

The RNXS vessels are crewed by a skipper, mate and two engineers, together with seamen under training. Example (A153) and Explorer (A154) operate in the Portsmouth Flag area, the Express (A163) out of Plymouth and Exploit (A167) is FOSNI-based.

At the end of 1988 a change

was approved by the Admiralty Board by which members of the RNXS preserved their unique, unpaid civilian status in peacetime but committed themselves to serve as "fully paid up" members of a new Royal Naval Reserve list — to be known as List X — in time of war.

Now in its 28th year, the RNXS numbers some 3,000 men and women ashore and afloat, some ten per cent of whom are former Royal Navy members. Administered and financed by the RN, it provides port parties to assist the local Naval Authority and supports the Naval Control of Shipping Authority.

Training

New entrants to the RNXS can choose to serve ashore or afloat. Tasks ashore for which they can train include opera-

tions, which encompasses NCS procedure; route plotting; automatic data processing; administration and driving. Communicators are taught to transmit and receive messages via teleprinter and radio.

Those serving afloat train as seamen, engineers and communicators. RNXS vessels are commanded by RNXS personnel who have been trained in seamanship, navigation, ship handling and all the tasks associated with taking a vessel and her crew to sea in safety.

Female members of the RNXS have been serving at sea since the service began. Indeed, 1963 saw the first woman skipper and several others have followed in her wake.

Facts and figures

Length: 20.8m. Beam: 5.8m. Draught: 1.8m. Displacement: 35 tonnes. Main machinery: Two Rolls Royce CV 12 M800T; 1,590 hp; two shafts. Range: 550 miles at a cruising speed of 15 knots. Complement: 10-14. Guns: Fitted for, but not with, one Oerlikon 20mm. Radars: Navigation — Racal Decca 1216; 1 band.

CLASSMATES

ALONG with the four Archer class training craft in use by the Royal Naval Auxiliary Service, a further 10 are operated by the Royal Naval Reserve.

They are Archer P264 (Tay), Charger P292 (Bristol), Pursuer P273 (Sussex), Trumpeter P294 (Solent), Biter P270 (Mersey), Dasher P280 (Bristol), Ranger P293 (Ulster), Blazer P279 (Forth), Puncher P291 (London) and Smiter P272 (Clyde).



POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1955.

Grants of £1.5m to sea charities

KING George's Fund for Sailors, the central fund for all areas of the maritime community — the Royal and Merchant navies, fishermen and the offshore oil industry — distributed £1.5 million in grants in 1989 without drawing on reserves.

The work of KGFS was commended by the Commander-in-Chief Fleet, Admiral Sir Benjamin Bathurst, at the Fund's AGM at the Mansion House, London, when it was also reported that of the total amount of grants £688,500 went to 46 naval charities. Principal recipient at £210,250 was the Royal Naval Benevolent Trust.

In his chairman's message, Admiral Sir Anthony Morton said 1989 was a year in which they were seeking to consolidate and to build on their income.

There had been some memorable events and concerts, legacies had been encouraging, investments had again given a very good return, and much excellent work had been going on

NAVY News has donated £500 to King George's Fund for Sailors as a result of a booklet first published some years ago.

It featured cartoonist Tugg Willson's popular Jack character, who appears regularly in strip form in Navy News. When the booklet's foreword was written by the Prince of Wales, an admirer of Tugg's work, we promised a donation to a naval charity. Now, with sales completed, the £500 has been handed over to KGFS.

in the areas to set up committees and form nuclei of workers for the fund.

However, as income had not grown to the same extent as costs — in common with all charities — they were finding the going hard.

He thanked supporters for their time, effort and money, adding, "This is a great encouragement when we have worries about the future, and increases our gratitude to those who do so much."

● A luxury cruise for two on board a Cunard liner, star prize in a KGFS national draw, was won by Capt. P. M. Franklyn, commanding officer of HMS Bristol.

Another lucky winner in the draw, which raised £16,000 for the fund, was Cdr. A. P. Sullivan (Dolphin), who scooped a two-week yachting holiday.



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BOWLING A BOUNCER OVER NAVY SPORTS

HOW good are sports facilities and opportunities in today's Royal Navy? In what he calls a "passionate plea from the heart", a Warrant Officer writes to claim, "It is becoming more and more difficult to get players released to partake in sport — and even harder to get people to play on subsequent occasions once they find out how poor the facilities are."

It is a claim strongly disputed on behalf of Navy sport in the belief that facilities are the envy of many both in and out of the Services.

While writing specifically about cricket pitch maintenance, the WO broadened his criticism.

"Having spent over 25 years man and boy's time participating as well as promoting the values of maintaining teams of fit personnel, it is particularly distressing to find that of late the facilities being laughably described as contractor-maintained sports fields are a disgrace," he said.

"In particular, I am a keen cricketer and more than eager to put something back into the sport that I have got such a lot out of over the years. I therefore voluntarily run a team and use this avenue to spot talent for possible representative cricket.

"Since the start of this season the state of so-called cricket



Letters

pitches and the equipment which has been made available due to lack of funds is unacceptable.

"I am aware of the economic constraints... but the changeover to contractorisation for grounds upkeep in order to save money is not working — and this should be recognised.

"I and a lot like me pay the Voluntary Sports Subscription — but since its introduction one has to say that the facilities seem to have got worse not better. Maybe money could be better spent on providing adequate sporting venues to cater for all, rather than subsidising individual sporting representative interests as sometimes happens."

The Director of Naval PT and Sport (Captain Angus Sandford) said there was little doubt that when private contractorisation of grounds first came into being, it took some time for establishments to adjust to a system which operated within a specified contract and

tended to deprive them of the close groundsman/PT staff relationship to which they had long been accustomed.

"Establishments have had to learn to plan well in advance of events to ensure that efforts available for grounds from a thinly-spread workforce is concentrated in the right place and at the right time. The end result is that the majority of establishments now believe their grounds are better prepared than in the past, although it is accepted that there will always be the occasional lapse.

Required standard

"It is for commanding officers to ensure that their grounds are maintained to the required standard and that appropriate action is taken where contractors are found to be lacking."

Referring to the sports ground mentioned in the letter, Captain Sandford said its use

as a sports venue, together with maintenance, had been suspended as it was due to be sold last year. But the planned sale was delayed and the grounds recently returned to the establishment concerned for sports use.

"A great deal of self-help by the PT staff, with assistance from the PSA, has been exerted to bring the grounds back to their former state. I applaud their efforts."

Captain Sandford said that at present there was a 45 per cent take-up on subscriptions to the Voluntary Sports Subscription Scheme. "I cannot understand how your correspondent arrives at the opinion that the VSSS has not helped to improve recreational facilities. And the point must be made that the VSSS is not the correct vehicle to use for the improvement of grounds for which public funds are provided.

"As a result of the July 1989 increase in subscriptions, the Fifth Purpose (Capital Projects) Scheme was able to provide £39,025.59 of much-needed recreational facilities for establishments. These

ranged from an indoor cricket wicket and bowling machine for HMS Daedalus to a fitness suite carpet for HMS Cochran.

"Although figures for 1989-90 are not yet available, 1988-89 grants to the value of £132,547 were made from the VSSS, with a mere £6,504 being granted in support of high-quality RN personnel competing in prestige events like the Commonwealth Games.

World stage

"Sadly, your correspondent highlights this particular aspect of the VSSS, forgetting the enormous public relations value to the RN from having these sportsmen and women competing on the world stage. Grants to the 44 RN Sports Associations, ships commissioning and Commands have been significantly increased and will continue to rise in line with the ever-increasing numbers of subscribers.

"We in the RN can take pride in the fact that our sports facilities are the best of the

three Services and I am personally committed to ensuring that, despite the ever-tightening financial constraints, this trend will continue on into the future.

"For example, two artificial turf pitches are currently being completed in the West Country and more are hopefully on their way for other areas. Five new sports centres are to be constructed over the next two years and their associated specialist equipment will no doubt be provided by various non-public funds, including the VSSS.

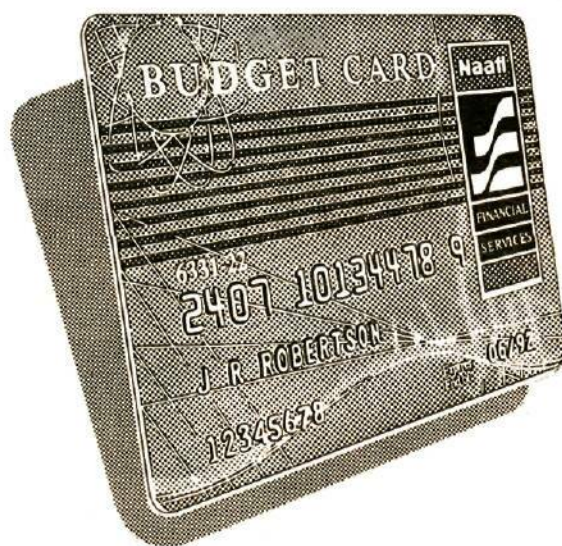
"The China Fleet Country Club at Saltash is an exciting and ambitious project; and a smaller but no less important China Fleet Club project at Rosyth is also on the drawing board.

"Putting it all into perspective, much has been achieved and the future will see even greater improvements in our current sports facilities.

"That a sports ground was not properly prepared is unacceptable but should be seen as a local hiccup which is being rectified. It should certainly not give rise to a denigration of all sports facilities throughout the RN."

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BRAVE FACE ON REDSKIN RELATIONS

TO the commanding officer and ship's company of HMS Brave, may I say thank you for your visit to Hamilton, Ontario. It will surely go down as one of the highlights of 1990.

I know that, apart from the people of Hamilton and area, Chief William Montour and people of the Six Nations, service clubs, and personnel of

HMCS Star — to mention but a few — would all add their thanks for your kind hospitality.

Few people today realise that without the help of the Six Nations people in the war of 1812 Britain might have lost, and there would be no Canada today. The visit of the Brave has done much to preserve those ties.

Our only complaint was that the visit was not long enough! So hurry back, meanwhile, good sailing. — Bob Morgan, Ex-RN, Brantford, Ontario, Canada.

Letters

Got into bed on the right side . . .

THROUGH Navy News I would like to thank the WOs and CPOs Mess, HMS Nelson — also to give a gentle nudge to other senior rate messes in shore establishments and to bring to the attention of the powers-that-be that very little progress has been achieved since the days of sailors

having to lug their hammocks with them, when proceeding on draft.

I am a regular duty traveller. Recently I visited Portsmouth and was accommodated in Nelson. I was amazed and very thankful to be welcomed with my bed fully made-up (sheets an'all). This treatment you can expect from most Army or RAF messes (embarrassing when we do not return the service) but it has never happened before to me in 21 years in naval rate messes.

All ratings are still expected to provide their own sheets and pillow cases when joining messes, be it even for an overnight stop. Should not all senior rates when visiting shore establishments be welcomed with a fully made-up bed? Surely, this service could be also extended to all joiners of the mess.

I stand corrected if this facility is already provided by some messes; my duties limit me to certain areas. A message therefore to messes that do cater for the long-deserving senior rate, please go to print and advise other messes on how you achieve this very basic standard.

"What about junior rates? I hear. Well, what about junior rates, especially in times of accommodation charges? Perhaps not made-up beds but should not sheets and pillow cases be provided to junior rates on joining shore establishments and complement this with a weekly clean bedding exchange service. — T Settle WO (Diver). Rosyth.

Badge pinned down

I NOTE with some dismay that once again questions are raised concerning the wearing of the AS/MS silver badge awarded to officers and ratings of the Royal Naval Patrol Service.

It is appreciated that your correspondent (June) refers to the wearing of miniatures, but perhaps Para 2 of AFO 903/43 may be helpful: "The badge may be sewn to the arm of a uniform coat or jumper, or to the lapel of a plain clothes coat after the war". This would appear conclusive.

This piece of silver has often been dismissed as just another badge — but it is entered in our service certificates as an award. — R. Kay, Branch chairman, RNPSA, Bolton and Districts.

AFTER reading B. C. C. Ambray's letter I have now decided to wear my silver MS/AS award on my 1939-45 Star.

I recall a certain Field Marshal who wore two badges on his beret, contrary to rules and regulations.

Like Monty, if you've earned it and you're proud of it then wear it. And wear it where you like. — K. Carr, Ex-RNPS.

● Our thanks to other correspondents who wrote about AFO 903.

Marines have the honour

IN YOUR June edition item about the Royal Navy celebrating 25 years Freedom of the City of Portsmouth, it is stated that only Prince Charles and the Royal Hampshire Regiment hold the same honour.

How about the Royal Marines — presented with the Freedom of the City of Portsmouth on May 14 1959? — K. G. Stuckey, Ex-RM, Life member, Swansea Branch RNA.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

HOW THE MOONSTONE PLAYED DETECTIVE

REGARDING "Fifty Years On" (June) concerning June 19 1940, HM trawler Moonstone did not sink the Italian submarine that day — she did even better. She captured the Galileo Galilei after putting a shell through the sub's conning tower (her first attempt was a misfire but the next round found its target).

The capture resulted in the sinking of another Italian submarine which was to have rendezvoused with her, but it was not the Galileo Galilei that kept the appointment. Half the RN Red Sea

force was sitting in the circle that greeted the sub as she came to surface at the appointed time and place.

The Galileo Galilei was secured astern of the old Lucia in Aden harbour where she was to remain for a long time.

Three years later, after the fall of Naples, a new job was found for the captured sub. She was used to supply electrical power, the Allies having taken her back home to Italy. — C. Simpkin, Stroud, Glos.

● Thanks also to W. Humphries of Lydney, Glos., who wrote on the same lines.



We just love those POs!

Well, not everyone did — Sheffield City Education Department banned our July issue as "not portraying women on an equal footing with men". But 'Bard of Plymouth' Bernard Campion gained new inspiration from that Page One pic . . .

Your circulation soared, I'll bet,
When casting that adored sextet
Of hoofers from the Crazy Horse
As July's front-page tour de force.
I've seen some PO's on my time
But those you chose are quite sublime —
And when it comes to spotting 'em
There's none so hot as "Nottingham";
With shipmates like these visions sweet
Life in the fleet must be a treat,
And if more perfect "understanding"
Is what you dabblers are demanding,
Your claim has clearly been fulfilled
Right here — in gear that's sheer and frilled . . .
I don't deplore the years I squandered,
Or war-time woes through which I wandered,
But even so when I peruse
The perks on show in Navy News
I heave a sigh and wonder why
No bliss like this in years gone by . . .

And so just who is subsidising who?

WHAT gives G. H. Boobier (June) the idea that he and other Charge Chief Artificers are subsidising other CPOs' pensions. While I agree with certain aspects of his letter, I think he is well off the mark with others.

He may like to consider that as an Acting Charge Chief Artificer he is receiving more pay than other B13 chiefs. This situation exists with all Artificers over their non-technical contemporaries.

In this context I and all other B13 WOs, and senior rates have been on lower pay scales to supplement Artificers' higher income levels. Why should I and others receive less pay?

My role in the RN is just as important as any Charge Chief Artificer, irrespective of training time. If the correspondent wishes to see changes to the Charge Chief system perhaps he will agree to have his salary brought into line with non-Artificer ratings. That would solve another problem of pay differentials. — R. Saunders, WO(OPS)(M), ARE Portsmouth, Portsmouth.

I WAS interested in ACCWEA G. J. Boobier's letter (June) advocating changes to the rating structure in the Royal Navy to accommodate the Charge Chief. I always thought the

Charge Chief was ill-conceived and would cause many problems.

I could never understand why First Class Artificers were not Petty Officers and then a Chief Artificer would have been easy to recognise in his Chief's uniform! The present situation is a mess but it will satisfy no-one by making further changes.

Over the years Navy News has published countless letters from dissatisfied Artificers who seem unable to accept their superior pay without wanting still more perks and privileges, none of which can be justified

by the work they do or the responsibility they accept.

My main purpose for writing is to enlighten your correspondent on pensions. A naval rating's pension is determined on his last two years' service. In the civil service pensions are determined on the last year of service.

Whatever position civil servants held before they retire, their pension is related entirely to the last year's pay. Perhaps the Armed Forces should come into line with the civil service. Would that suit your correspondent? — H. I. Axton, Walmer, Kent.

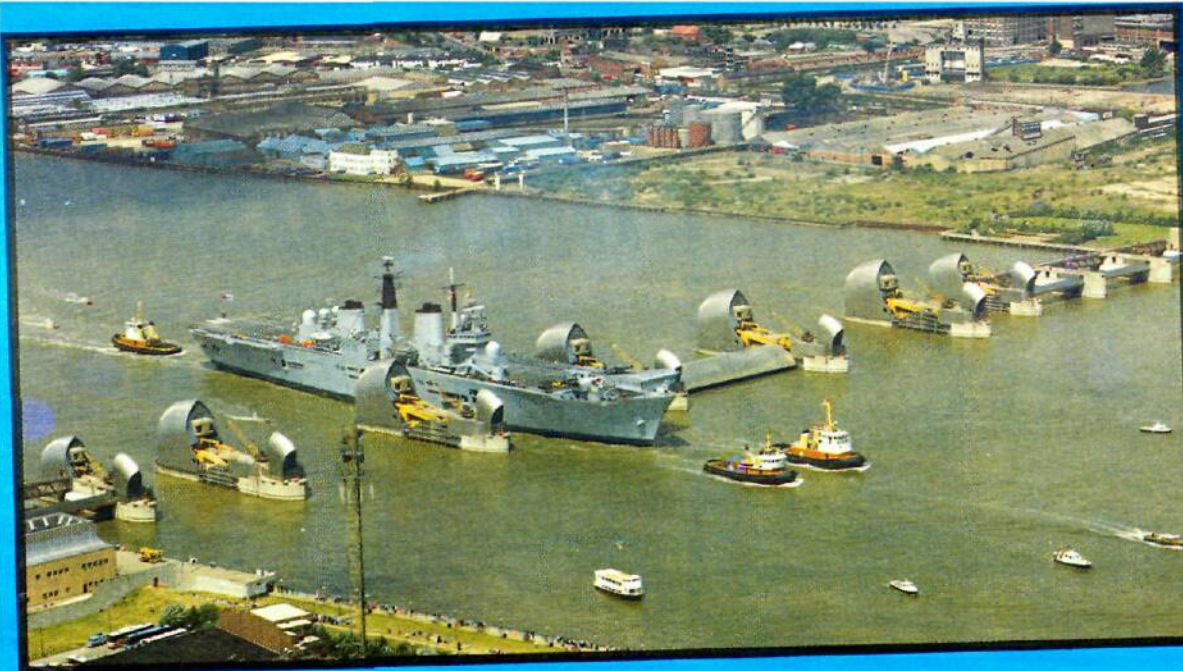
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Editorial and Business address: Barham Block, HMS Nelson, Portsmouth, Hants, PO1 3HH
Editor: John Tucker. Deputy Editor: Jim Allaway
Assistant editors: Lindy Clegg and Ruth Vernon
Business Manager: Mrs. Anne Driver

TELEPHONES

Editorial: 0705-822351 (Portsmouth Naval Base) extensions 24194 and 24163
Business (advertising, distribution and accounts): 0705-822351 ext. 24226
Additional direct line to all departments: 0705-826040.
Fax: 0705-830149



HMS Invincible gently manoeuvres her way through the Thames Barrier.



First Officer Jane Salt, gives the salute at the Royal Naval College, Greenwich, with, from left, Bugle Major Terry Ingram, Cpl. Richard Holden and Riflemen Ian Clark and Simon Wicks of the Light Infantry Light Division.



Carrier's heart is in the right place

DURING HMS Invincible's hectic visit to London members of the ship's company took time out to take part in some charity work.

Flowers from the fund-raising banquet organised by the White Ensign Association were delivered to local homes for the elderly and a group of children from the Handicapped Children's Pilgrimage Trust (HCPT) were invited to spend a day on board.

The WO's and CPO's mess hosted their visit and WO Andy McDonald, who is a founder member of the HCPT RN affiliation group, along with CPOCK Trev Latham, CPOAED Kev Shaw and CPOMEA Joe Kirby, helped to look after the children during their tour of the ship.

Another visitor to HMS Invincible was former Superintendent of WRNS Miss Mary Ames, now the regional director of The British Heart Foundation.

She was presented with a cheque for £1,500

raised by LMEM Alan White who raised the money by auctioning items donated by show-business and sporting personalities.

As the Invincible's visit came to an end a team of cyclists from the ship's Airborne Early Warning flight were sent on their way by the carrier's commanding officer, Capt. John Tolhurst, and his wife, Susie.

The eight riders were hoping to raise over £3,000 to be shared by the Cancer and Leukaemia in Childhood Trust and the children's ward at Sunderland General Hospital.

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LMEM Alan White presents regional director of the British Heart Foundation, Miss Mary Ames, with £1,500 raised by auctioning items generously donated by personalities from the worlds of showbusiness and sport.



Start pedalling lads! That's the order from Capt. John Tolhurst and his wife Susie as a team of eight riders set off on a sponsored bike ride to Sunderland.



With the Invincible's flight deck transformed into a viewing area guests at the White Ensign Association's banquet enjoy a spectacular firework display.

Salute for Invincible on visit to London

THE First Lieutenant of the Royal Naval College, First Officer Jane Salt, welcomed HMS Invincible as she arrived in for a week-long visit to London.

Passing through the Thames Barrier before tying up within sight of the Cutty Sark and Greenwich Observatory, a salute was given by First Officer Salt and buglers of the Light Infantry Light Division depot who have been affiliated with HMS Invincible since 1982.

During her stay in the capital the Prince of Wales was guest of honour at a fund-raising banquet on board organised by the White Ensign Association.

Over 850 guests, including the First Sea Lord, Admiral Sir Julian Oswald, and C-in-C Fleet, Admiral Sir Benjamin Bathurst, attended the banquet in the Invincible's hangar which had been suitably decorated for the occasion.

Firework display

The flight deck had been similarly transformed as a viewing area where guests enjoyed flying and firework displays.

In recognition of the support given by her ship's company in helping to organise the banquet Sir Donald Gosling, the White Ensign Association's vice-president provided the Invincible with tickets to West End shows, cinemas and other entertainment.

Prior to her London visit HMS Invincible served as the Flagship of Rear Admiral Peter Woodhead for Staff College Sea Days.

As Flag Officer Flotilla One, Rear-Admiral Woodhead was able to demonstrate the Royal Navy in action to over 400 visitors to the Invincible alone.

Other units taking part were the Type 42 destroyers HM ships Manchester and Nottingham, the Type 22 frigate HMS Coventry, the Hunt class mine countermeasure vessel, HMS Brocklesby, RFA Black Rover and HM submarine Onyx.

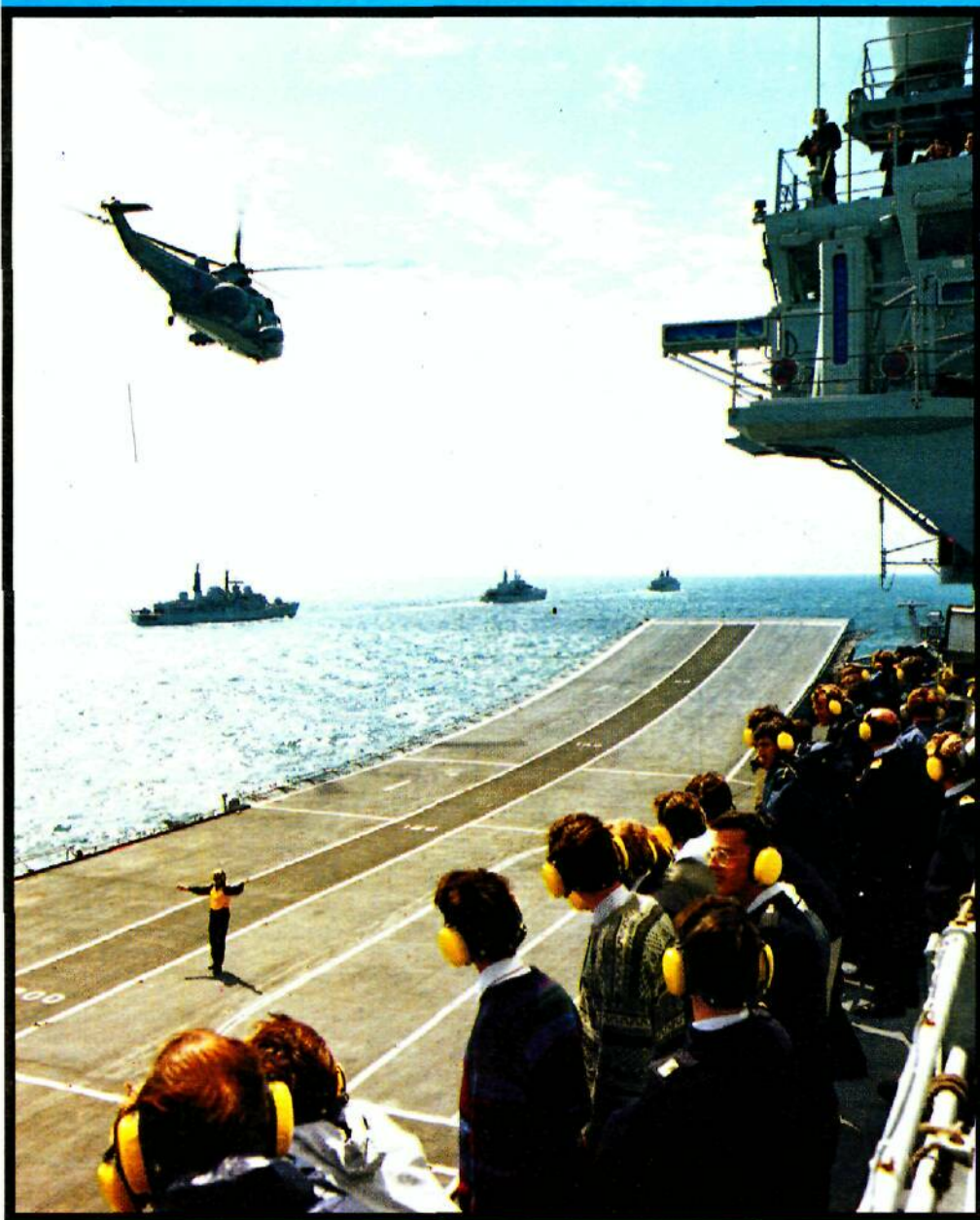
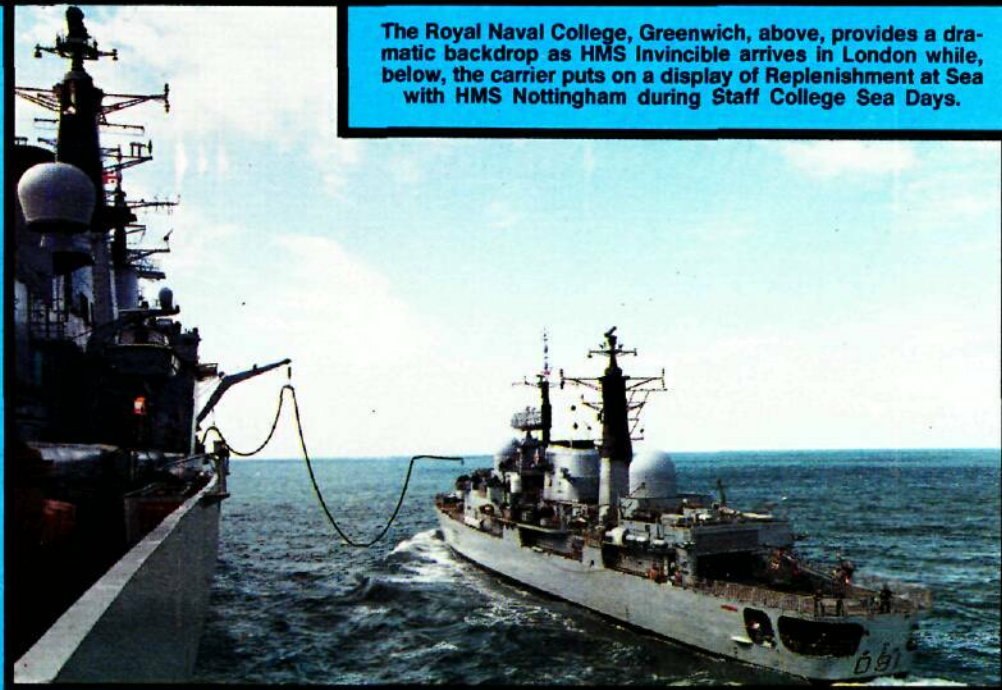
Students from the Service Defence colleges were treated to an entertaining programme, one of the highlights of which was the fixed wing flying display involving Sea Harriers of 800 Naval Air Squadron.

Displays were also given of Replenishment at Sea, gunnery flying, MCM operations and ASW operations with HMS Onyx being "attacked" by depth charges and Stingray homing torpedoes dropped by a Lynx helicopter.

Pictures by POA(Phot) Don Sidebottom, LA(Phot) Darby Allen and George Wicks, senior photographer at RNC Greenwich.



The Royal Naval College, Greenwich, above, provides a dramatic backdrop as HMS Invincible arrives in London while, below, the carrier puts on a display of Replenishment at Sea with HMS Nottingham during Staff College Sea Days.



HM ships Nottingham, Manchester and Coventry sail past the carrier Invincible while students from the Service Defence Colleges keep their eyes on a Sea King helicopter.

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Mounties always get their man



LREG Jim Hannah finds himself surrounded by the Mounties during HMS Bristol's visit to Vancouver.

TROPICAL whites were the order of the day as the destroyer HMS Bristol, accompanied by HMS Ariadne, returned to Portsmouth last month after a successful six-month deployment with the Dartmouth Training Squadron.

The Squadron, which also includes the Devonport-based frigate HMS Minerva, left the UK in January with officers-under-training and marine engineering artificer apprentices on board and during the deployment covered 32,000 miles, crossed both the Equator and the International Dateline and visited parts of the world seldom seen by the Navy.

Highlights of the trip included visits to Hong Kong, Japan and Korea with Dutch Harbour, Alaska, in the Aleutian Island chain, being the most remote port of call.

During her longest stop-over in Vancouver, HMS Bristol played host to a group of Canadian Mounties while six cyclists from the ship rode 1,084 miles to San Francisco to raise money for the Bristol Ward at Charing Cross Hospital.

Other ports of call included Acapulco, in Mexico, Wilmington, North Carolina and HMS Malabar in Bermuda.

It was then eastwards onto the Azores for a brief refuelling before the last leg home to Portsmouth and Plymouth.

Picture: LA(Phot) Dave Antrobus.

Carriers on parade during Navy Days

NOT even the stiff competition of the World Cup on TV could cut back on Rosyth's Navy Days attendance — and this year there was no aircraft carrier to help pull the crowds.

So Portsmouth, with two carriers earmarked for their show at the end of this month, are hoping for a good turnout, too.

HMS Ark Royal and Invincible head the list of ships on August 25, 26 and 27. Also open to the public will be the Type 42 destroyers HM ships Manchester, Newcastle, Cardiff and Gloucester, HMS Bristol and the submarine HMS Osiris, mine countermeasures vessel HMS Nurnton and the air training ship RFA Argus.

Visiting for the week-end is

the Dutch frigate HNLMS Philips van Almonde.

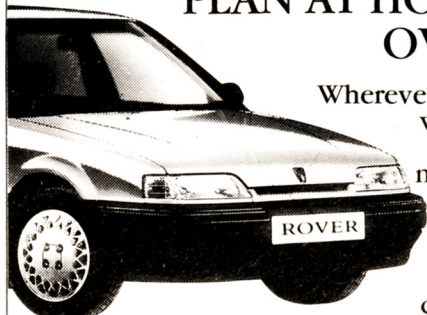
Local establishments HMS Sultan, Dryad, Mercury, Collingwood and Dolphin and the RN Medical School at Haslar all have static displays and arena events will feature Royal Marine and Sea Cadets bands and the Hampshire Police Dog and Motorcycle teams.

In the air, Harrier, Sea King,

Lynx and Gazelle aircraft will be joined by the Department of Transport's Maritime Pollution Control Unit, comprising a Cessna and a DC3. Harbour boat trips will be organised by the RNXXS.

Admission is £4 per adult and £2 per child or OAP, with three day tickets at £10 and £5 respectively. Cars with passengers come in for £15.

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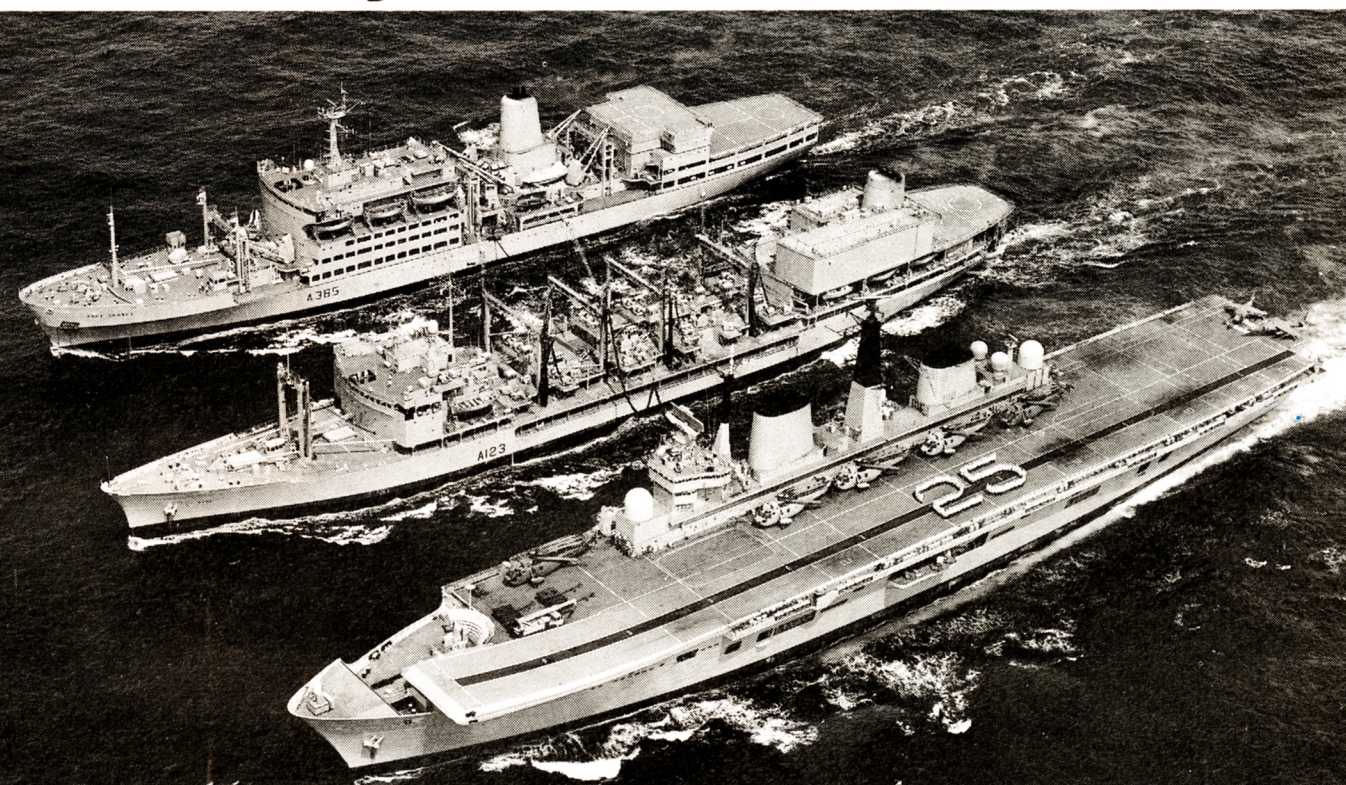
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Birthday wishes from the Ark



HMS Ark Royal is pictured wishing the Royal Naval Supply and Transport Service (RNSTS) a happy 25th birthday with over 130 ratings forming the figures on the carrier's flight deck as she and RFA Fort Grange simultaneously refuelled from RFA Fort Olna.

Another celebration took place during the Ark's Westlant deployment when Lieut.-Cdr. Tony Eagles, the senior pilot of 820 Squadron, chalked up his 5,000th flying hour.

Lieut.-Cdr. Eagles began his flying career with 814 Squadron when it was reformed in 1973 and took up his current appointment last year as 820 Squadron took delivery of the Mk 6 Sea King, thus affording him the distinction of having flown every mark Sea King employed by the Navy.

During her Westlant deployment HMS Ark Royal paid a brief visit to Mayport, Florida, where she was hosted by the aircraft carrier USS Forrestal.

She then rejoined HM ships Cumberland, Glasgow and Brave in Bermuda for exercise Marcot conducted by the Canadians.

Marcot provided excellent AAW and ASUW training for the Ark's Harriers and AEW Sea Kings, with air attacks from aircraft based ashore in Bermuda.

The exercise completed in thick fog on the outskirts of Halifax, Nova Scotia, and as the Cumberland and the Brave left for a separate visit to St John's, Newfoundland, HMS Ark Royal, accompanied by RFAs Olna and Fort Grange, remained in Halifax, at the Canadian naval base.

After a brief visit to Boston she then followed the rest of the task group home, arriving in Portsmouth last month.

● On her journey home HMS Ark Royal salvaged an abandoned yacht, 250 miles west of the Isles of Scilly.

The 34ft. long boat, called Sprint, was taking part in the two-handed transatlantic yacht race which left Plymouth in June but was abandoned by her crew when her mast snapped in heavy weather.

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People in the News



DATABUS?

LEADING Wren Hazel Napier enjoyed a visit to the West Coast of America thanks to her knowledge of Mirage computer graphics software.

She won a competition organised by Hal Peripherals, which imports the software from Zenographics of California. Her prize was a 12-day trip, taking in San Diego, Los Angeles, Monterey, Silicon Valley and San Francisco.

The trip was timed to coincide with Zenographics' annual conference in Newport Beach, where Helen was able to rub shoulders with some 300 other "Zenoids" from all over the world.

Based at HMS Collingwood, Helen works in the graphics studio and uses a Mirage to produce colour overhead transparencies for a range of training purposes in the Royal Navy.

She is pictured (below) hitching a lift in downtown Frisco with Rob Titherley, managing director of Hal Peripherals.



Madre and Mme President

GLIMPSE of things to come...? Mrs Pauline Law, a mother of six, has become the first woman chaplain in New Zealand's armed forces.

As a chaplain at Devonport naval base, near Auckland, she works with naval personnel and their families.

The call of the sea is clearly in her own family's blood — her late father, Jack Brown, was a Royal Navy quartermaster during the Second World War and her eldest son, Andrew, is a recent

recruit to the New Zealand Navy.

● Meanwhile... Mrs Marilyn Machum, of Calgary, Alberta, has been elected national president of the Navy League of Canada.

Mrs Machum is the first woman to hold the post in the League's 95 year history.

SWORDFISH PILOT HONoured

CDR Chris Hunneyball, pilot of the Fleet Air Arm's legendary Fairey Swordfish, the much loved and only flying "Stringbag" in the world, was awarded the OBE in the Queen's Birthday Honours.

Chris (inset) joined the Royal Navy in 1954 and commenced flying training in 1959.

His present appointment is with Commodore Naval Ship Acceptance at Foxhill, Bath, but he dedicates most of his free time to flying for the Yeovilton-based Royal Navy Historic Flight.

Chris' flypast in the Swordfish is always one of the most popular displays at airshows. Powered only by a 750hp Pegasus radial engine, the aircraft is capable of little more than 130mph.

The open-cockpit biplane saw active service in freezing temperatures on long North Atlantic convoy duties and, in November 1940, virtually destroyed the Italian battle fleet with bombs and torpedoes as it lay in Taranto harbour.



GREAT FLYING SUBMARINERS!



IT'S AN up and down kind of existence for Sub Lieutenant Colin Simpson who has just gained his pilot's wings at RN air station Culdrose.

For Colin is already a submariner and wears the coveted dolphins badge awarded to the Submarine Service. It is a rare achievement to couple it with wings.

Used to life as a marine engineer under the sea in HMS Onslaught, Chris decided he'd like to view things from a different angle. He was one of a dozen new pilots receiving their wings from Rear Admiral David Allen.

He is pictured (above) in front of the Gazelle helicopter used for training. He has now been appointed to 706 NAS Culdrose where he will be flying Sea King helicopters.



REUNION AT DAEDALUS

WELL, Chivers me timbers, what are you doin' here?

CPOAEA(L) Tony Chivers had a welcome surprise in sharing a draft to HMS Daedalus, the Royal Navy's Air Engineering School, with his son, Dick.

AEM(WL) Dick Chivers was there for training, which he successfully com-

pleted. He has now moved on to RN air station Portland where he is helping maintain weapons and electrical systems in Lynx and Sea King helicopters.

Tony works in the Naval Air Command Video Production Unit.

Andy branches out

ONE of the oldest branches of the Royal Navy finally expired on July 8 with the retirement of Commander SD(B) E W Andrew, the last serving Boatswain.

Having joined as a Boy Seaman in 1950, Andy was commissioned in 1963. He served as boatswain of the old Ark Royal, commanding officer of HM ships Wotton and Glasserton, seamanship officer to Flag Officer Sea Training and deputy captain of the port at Portsmouth.

Most recently he has been the seamanship expert on the staff of Commodore Naval Ship Acceptance at Bath.

The boatswains' branch is probably the oldest in the Navy and can be traced back to the Saxon batsuen.

By the time of Trafalgar the boatswain's power was already diminishing, but he had complete charge of



masts, yards, sails and rigging, and was responsible for the training and discipline of all seamen.

With the advent of steam his decline became more evident.

After the Second World

War the writing was really on the wall for the Boatswain-Master Seaman, but he took his place in the new, technical Navy, serving with distinction in all capital ships and also in the small mooring and salvage vessels and tugs, where seamanship was of the essence.

In 1963 it was decided that the boatswain was obsolescent and no more would be promoted after the class of '64. The need for the expert seaman was recognized in the creation of the Seaman branch — part of the Operations branch.

Warrant Officer (Seaman) has now replaced Master Seaman.

Down to Bermuda

MISSIONS to Seamen's outgoing general secretary, the Right Rev. William Down, has become Bishop of Bermuda.

Tribute was paid to his work by the chairman of the society's Council, Admiral Sir David Williams, who noted another successful financial year with the lowest deficit for over a decade.

Today the Missions are at work in more than 300 ports around the world with honorary chaplains in 200 more.

New general secretary is Canon Glyn Jones, promoted from assistant general secretary. He joined the Missions to Seamen in 1972 as a chaplain at Port Talbot. He has been on central office staff since 1981.

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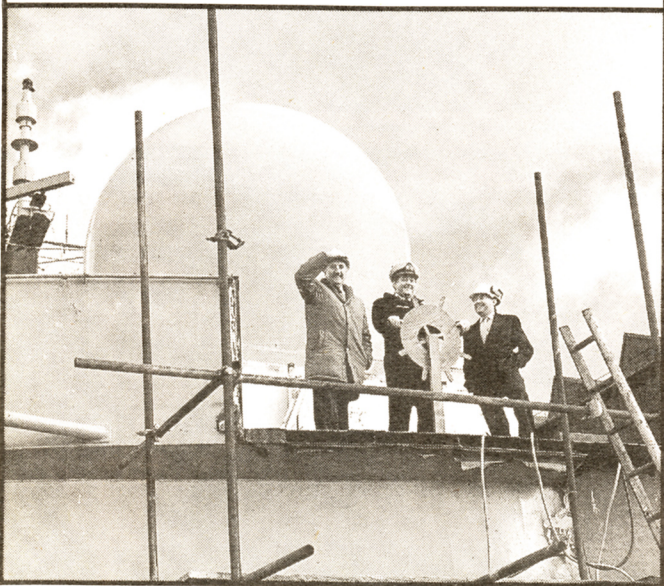
Southampton bridges the gap

DURING HMS Southampton's refit at Swan Hunters Yard, in Hebburn, Tyne and Wear, her senior officer, Cdr. Tony Dyer, was invited to give his opinion on a new, improved open-bridge design being considered for the Type 42 destroyers!

For good or ill Cdr. Dyer gave the new design the "thumbs down" and is pictured here with Mr Hugh Archibold, left, Swan Hunters project manager, and Mr John Twist, the project contract manager from the Director General Ship Refitting, before the Southampton's new bridge was lowered into place.

Following her collision in 1988 it was decided to combine the repairs with the ship's refit, the estimated total cost being £45 million (including equipment procured separately by the MOD).

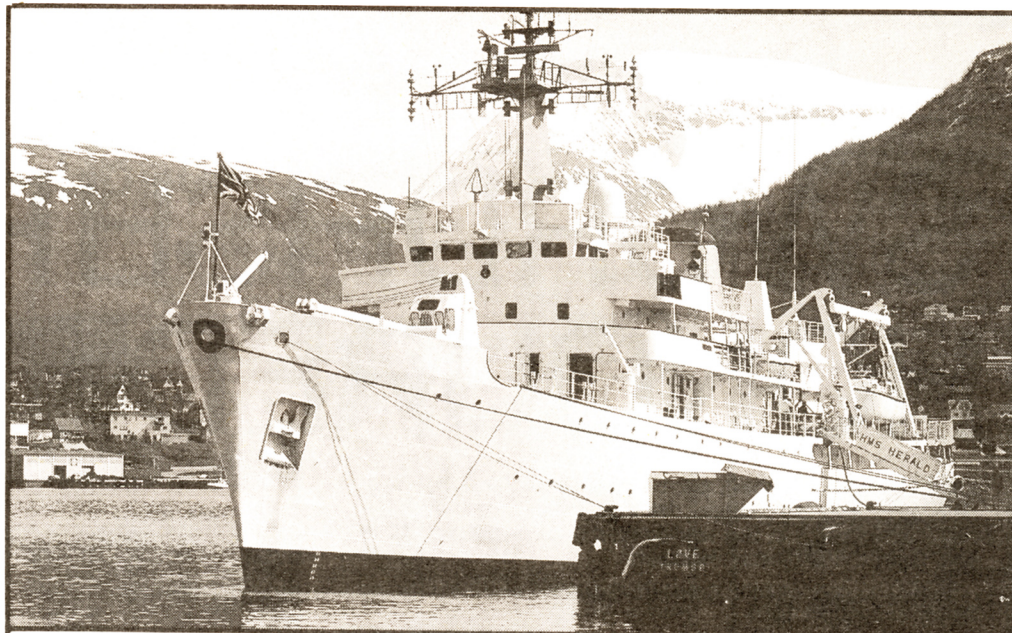
HMS Southampton is scheduled to be back at sea early next year.



Frigate back from the Falklands

THE Type 21 frigate, HMS Ambuscade has returned home to Devonport after a six-month patrol in and around the Falkland Islands.

During her deployment the Ambuscade hosted a film crew from Channel 4 who were making a documentary about the islands and on her way back home she visited the Caribbean and spent 10 days in Wilmington, Delaware, where she was the focus of a waterfront festival.



● HMS Herald alongside at Tromsø, Northern Norway.

FAROEES VISIT

AN armada of 150 small boats and fishing craft packed the approaches to Thorshaven when HMS Brilliant arrived for British Week on the Faroe Islands.

The Type 22 frigate was there to help re-enact the "Friendly Occupation" of the islands by British troops in 1940 after the fall of Denmark.

True to the original timing, the 1990 invasion was at 11p.m. — but despite the lateness of the hour the streets were packed.

Next day wreaths were laid at the town's cemetery in memory of British and Faroese war dead.

Herald blows hot and cold

WHILE operating off the coast of Norway the survey ship, HMS Herald, took part in ceremonies to commemorate the evacuation of the Norwegian Royal Family by HMS Devonshire during the Second World War.

Acting as flagship of the Hydrographer of the Navy, Rear-Admiral John Myres, the Herald visited Tromsø where Rear-Admiral Myres and Rear-Admiral Pederson, of the Royal Norwegian Navy, laid wreaths at the memorial to King Haakon VII.

During their five day visit the Herald's captain, Cdr. Peter Jones, together with the president of the Royal Norwegian Navy War Veterans Association, laid wreaths at the British and Norwegian war memorials after which over 150 veterans were given a conducted tour of the ship.

Earlier the Herald had taken a break from surveying and returned to her mine counter-measures support role during Exercise Cold Winter 90.

The sub-zero temperatures of Northern Norway were in distinct contrast to the heat of the Arabian Gulf where she last carried out the MCM role — for real.

During the exercise the Herald's main task was to provide stores support, fuel, water and precise navigation and environmental advice to MCMVs, but she also conducted lead-through operations and acted as an anti-submarine/anti-surface picket.

The exercise ended on a high note for the ship which was able to claim one enemy submarine sunk and several fast patrol boats badly damaged — just minutes before being detached to resume surveying duties in the Norwegian Sea.

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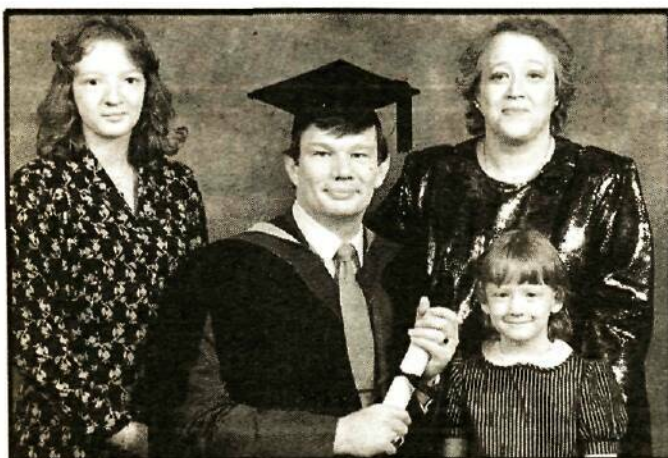
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Degree of success

LOOKING proudly on while CAEM(R) Jeffrey Hards receives his BA degree at the Open University ceremony at Brighton are wife Terri and daughters Lucy, 15, and Suzanne, five. CAEM(R) Hards, who is the Energy Efficiency Officer at RN air station Yeovilton, began his studies in 1984 covering such subjects as economics, psychology, sociology, education and politics and will continue by reading for a Masters degree in pre and post compulsory education which he expects to complete in 1992.

His BA degree marks a triple achievement this year as he was awarded the BEM in the 1990 New Years Honours List and has won the British Gas sponsored Energy Efficiency Award.

Family Life

Surplus homes still in demand

WITH the Joint Service Married Quarters Sales Office Bulletin marking its 100th publication it appears that demand for surplus married quarters is as high as ever.

The Discounted Scheme began in December 1983 with the aim to provide those who are not homeowners an opportunity to buy a reasonably priced house for immediate occupation or for eventual resettlement into civilian life.

Vacant surplus married quarters are usually advertised for sale to serving personnel at the market price less a discount of 30 per cent and last year the sales office received 70,000 bids for the 900 houses that were offered.

Some form of selection is therefore necessary and although there have been many different ideas as to how this should be done, offering the houses to the longest serving bidders is a fair and simple system.

Houses are offered first to the parent service — naval houses to naval personnel — and those RN personnel who apply for a married quarter are usually offered one and often in the area of their first choice.

To date, 1,253 RN properties have been advertised and 804 have been allocated to RN personnel.

Houses are allocated purely on the basis of time served, with the average time of seven to eight years for the RN and RM as opposed to 26 years in the Army and RAF.

For those unsuccessful the first time the advice is to keep trying — DCI JS 12/90 gives further details concerning eligibility.

Window open on heat waste

A PORTLAND-serving rating who describes himself as "Polar Portland Phil" has firm views on priorities when it comes to heating married quarters and value for money. This is what he writes:

Here in Portland we survived the ravages of a harsh winter. While the weather may be better, we have failed to notice an improvement in the judgment of the PSA.

With the start of the new financial year, the PSA — in an effort to prove we are getting value for money — informed us that for an increase of only 30p per day in our married quarters rent they are going to fit two more radiators in our quarters, bringing the total fitted in our six-roomed house to seven.

I can hear everyone saying "Very cosy." What I have failed to mention is the woefully inadequate windows/ window frames fitted in our quarters. I am sure that in a true effort to provide value for money they would have done much better to fit double glazing or at least refurbish rotting window frames.

In future I feel the PSA should canvas the residents of MQs to find out what work needs doing.

'Toy joy' for playgroup

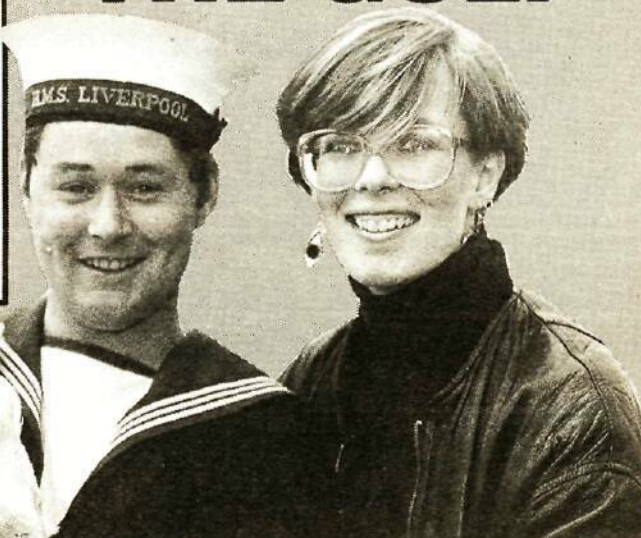


CHILDREN from Radford Playgroup were on hand to welcome Vice-Admiral Sir Alan Grose, Flag Officer Plymouth, and his wife, Lady Gillian Grose, when they presented £500 worth of toys for the toy library to Mrs. Tricia Whiteley, centre, co-ordinator for all ten Plymouth-based playgroups.

Accompanied by Mr. Nick Bennett, Naval Area Community Officer, Vice-Admiral Grose went on to visit community centres at Crownhill and Plymstock and at Compton both he and his wife were invited to leave a set of painted hand-prints on the centre's special wall!

Over 200 people turned out for Crownhill Family Centre's first ever Summer Fair and a variety of stalls and entertainment, including face-painting and karate demonstrations helped make it a great success — £500 was raised on the day for youth club and playgroups funds.

HOME FROM THE GULF



WHEN the Type 42 destroyer HMS Liverpool returned to Rosyth after a five-month deployment in the Gulf and Mediterranean — her second such duty in two years — she was warmly greeted by families and friends.

And there to meet AB Gary Jones, above, was his wife Janice with their baby son Callum who last saw dad when he was only one week old.

Two members of the ship's company, Lieut. Cdr. Fergus Gillanders and Sub-Lieut. Robert

Graham, added music to the occasion by playing the bagpipes as she came alongside and the Royal Marines Band of FOSNI responded on the quayside with a musical salute to welcome the return of the crew and ship.

While she was in the Mediterranean HMS Liverpool called at Gibraltar, Barcelona and Cagliari and on a visit to Trieste 80 lucky members of the ship's company enjoyed a week's shore leave with their families who came out to visit them.

Pre-poll tax charge

A COMMONS defence question inquired the average level of the element of the accommodation charge that was set in lieu of rates in the year before the community charge was introduced.

In a written answer, it was stated that the charges relating to Scotland were £359 per married quarter and £101 per unit of single accommodation and for England and Wales the charges were £408 and £115.

HOME OWNERS

FOLLOWING the announcement this spring of improvements to the Royal Navy's Long Service Advance of Pay scheme, a leading firm of solicitors in the Portsmouth area reports a sharp rise in demand for assistance in home ownership.

In one fortnight the company's financial department assisted the same number of naval personnel as they did over the whole of last year.

Rosyth coffee shop opens



AS one of his final duties before leaving Rosyth on promotion to Rear Admiral, Capt. Robin Musson, commanding officer of HMS Cochrane, was invited to declare open the newly-refurbished coffee shop at the Naval Family Centre.

Capt. Musson was accompanied by his wife Joanna who is pictured receiving a basket of flowers from Kirsty Askham, daughter of LCK Nick Askham, of HMS Kellington.

The coffee shop, which is run by the Helping Hands organisation, has been completely redecorated by the families themselves and now includes improved creche facilities for the toddlers.

During the opening celebrations Capt. Musson was presented with a plaque from the wives to thank him for his support.

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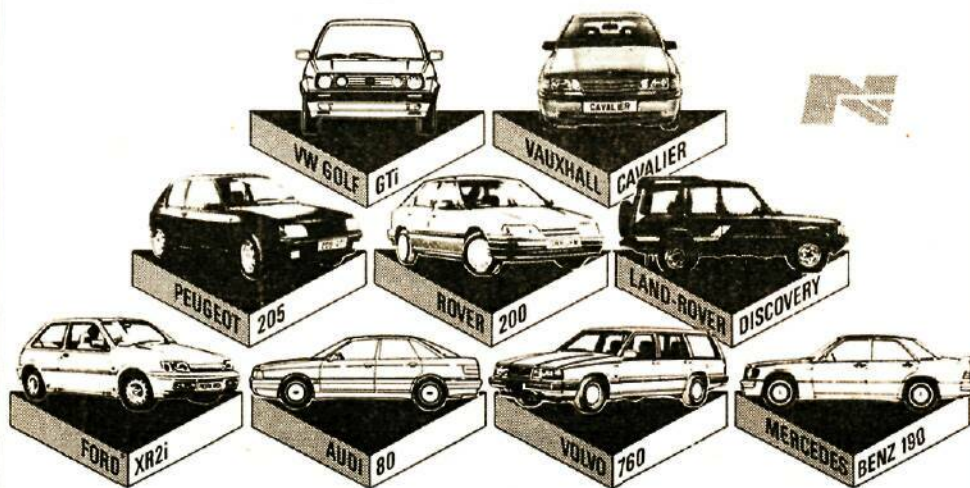
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Get Wise on DCIs

Dependants all on top rate grant

ABOUT 97 per cent of eligible personnel are members of the RN and RM Dependants Fund, and about 92 per cent of those eligible belong to the RN and RM Officers' Dependants Fund.

The annual reports for the year ended July 31 1989 show that in both funds the maximum grant (which was increased from £2,300 to £3,000 on April 1 1989) was paid to the dependants of all subscribers who died during the year.

For officers the annual subscription to their fund remains unchanged at £2.40, having been held at this rate since 1985. For ratings the annual subscription remains at £1.80, where it has stood since 1981. Membership totals show that the rating figure for 1989 was down by 800 on the previous year.

All subscribers are reminded that it is their responsibility to inform the fund office of changes of dependant as they occur.

DCI(RN) 117/90

An offer to manage

FOR a two-year period, starting on October 1 1989, Service personnel who have taken National Examining Board for Supervisory Management approved courses within the last 25 years will be allowed to offer the relevant NEBSM assessment requirements and, if successful, be awarded a certificate or diploma as appropriate.

After September 1991 conditions for the awards will return to the existing situation. Candidates attending and passing career/qualifying courses at establishments as listed in the announcement are eligible for award of the certificate or diploma.

Details are also given of NEBSM assessment requirements, including information

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service. In the event of action being taken the full original text should be studied.



"Now I can't afford the shoes."

on submitting a project report for award of the certificate or diploma.

DCI(RN) 118/90

Suggestive of value

MOD awards made for invention and technical suggestions, and recently announced, include:

CPOAE(R) J. B. Holmes, modification to the ARI 5991 Sea Searcher radar, £3,000; CPOMEA(ML) P. Goodwin, purge hole drilling jig, £1,100; LA(SE) K. Spiller, quick release fitting maintenance jig, £600. In each case a local award is incorporated in the figure.

DCI(Gen) 95/90

Sole victim of grant cut

A DECREASE in the price of footlets has led to a drop in the tropical uniform grant for QARNNS (female) and WRNS ratings.

But don't be too worried, girls. It amounts to just 15p a year less for the QARNNS (whose tropical grant is now £35.64) and 14p for the Wrens (now £55.97).

You will also be relieved to hear that the grant for new entrants for hosiery remains unchanged at £5.76.

DCI(RN) 120/90

Your vote is wanted

MOD is obliged under the Representation of the People Acts to ensure that all eligible members of the Armed Forces and their spouses are given the opportunity and adequate information and assistance to register as Service voters.

Details are provided of the forms which all units should hold for this purpose.

DCI(RN) 116/90

Eye on assets

IMPLEMENTATION of Project Monitor, as asset tracking system for marine engineering equipment and weapons equipment stores, took place on May 8.

RN ships and shore establishments are now being provided with starter packs.

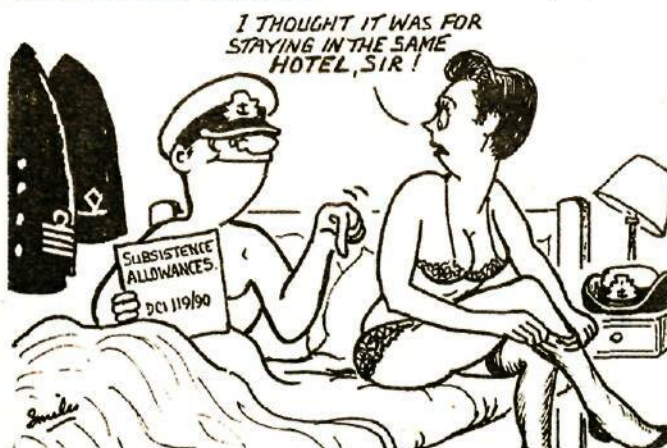
DCI(RN) 123/90

Same hotel, same rate

WHEN a junior officer or rating is required for service reasons to stay in the same hotel as a senior officer while on detached duty, there is provision for the junior officer or rating to receive the same rate of night subsistence allowance as the higher ranking officer.

An announcement provides a reminder of the conditions under which the higher rate of night subsistence allowance may be claimed.

DCI(RN) 119/90



GOOD THINKING PAYS

THE Trench Gascoigne prize essay competition, sponsored by the Royal United Services Institute for Defence Studies, aims to encourage writing on defence and military sciences, particularly by serving officers and those aged under 30, which originality in military thinking.

Prizes of up to £250 may be awarded annually for essays focusing on contemporary problems of defence and international secu-

rity. A special award may be made to the best contribution from a Service officer of the UK Forces aged under 30.

Full details are given of the 1990 competition requirements.

Third prizewinner in last year's competition was Cdr. J. W. R. Harris for his essay "The decline of the Merchant Navy, its implications for the security of the UK and options for the future."

DCI(Gen) 109/90

LEADING SEAMAN (R) ALAN THOMPSON. RADAR XPERT.

THE ROYAL NAVY relies on the expertise of highly-trained people like Alan Thompson.

In his early twenties, Alan is already one of the RN's radar experts.

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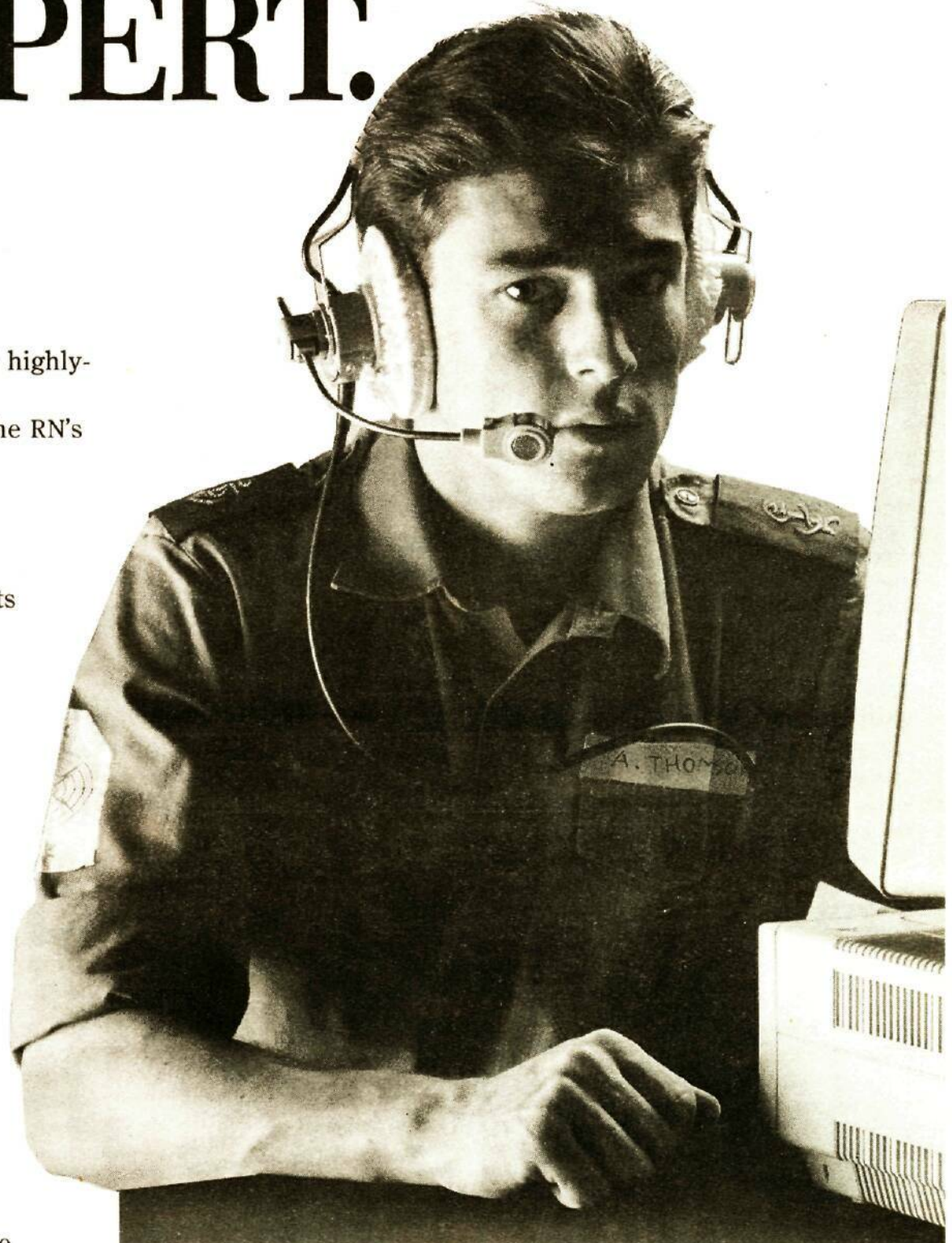
Because he's saving for a home, Alan's joined the RN's 'Save While You Serve' scheme. Alan knows this scheme gives him the full advantages of a Halifax savings account, and the guarantee of a mortgage when the time comes.

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NEWSVIEW

Navy taking shape for the mid-'90s

SMALLER but better is the phrase Defence Secretary Mr. Tom King has been using about the British Forces of the future, while acknowledging that they have in the past perhaps been trying sometimes to achieve their tasks without all the resources they would wish and with problems of overstretch.

Now, in the restructuring of the forces, the aim he says is an orderly and planned transition to "the new world unfolding."

"Our proposals will bring savings and a reduction in the share of GDP taken by defence. We need force levels which we can afford and which can realistically be manned, given demographic pressures in the 1990s. The aim is smaller forces, better equipped, properly trained and housed, and well motivated. They will need to be flexible and mobile and able to contribute both in NATO and, if necessary, elsewhere."

He made clear that the pace of change would depend on implementation of a Conventional Forces in Europe agreement and on how quickly Soviet troops left Eastern Europe and other Soviet forces are run down.

Professionalism

In referring to a duty to tell the Services what, it was believed, the future was likely to hold for them, he said their "abilities and professionalism are not something that can be lightly discarded and then easily recalled when they may be suddenly needed."

So, the broad outlines are set and, like all the Services and those associated with them, the Navy will be mulling over the implications.

As anticipated, the sharpest manpower reductions fall on the Army and RAF. As far as the Navy is concerned, the frigate numbers drop was also perhaps not unexpected. What may have surprised many is the significant reduction considered justified in submarine numbers — although there is confirmation of the four-boat Trident force.

Undoubtedly the Navy will be somewhat slimmer and many with naval interests at heart will, for their varying reasons, be the sadder. On the other hand, the manpower reduction planned is the comparatively small figure of 3,000 on 63,000 and, as is pointed out by the First Sea Lord, opportunities present themselves to ease the manning situation. That in itself will be welcome news to many.

MORE 'FACELIFT' AID FOR MESSES BUT...

Bids for fund cash are £ ½m. over the top

APPLICATIONS for cash topped the 50 mark at the summer meetings of the Sailors' and Fleet Amenities Funds, with the impetus to seek help for refurbishing establishment messes, dining halls and restaurants continuing unabated.

In all, the Grants Committees of both funds had before them project applications representing more than £900,000 — with the slight difficulty that total cash available for such bids was about half a million pounds less! In the event, £405,928 was allocated to projects.

A few bids were voted down completely or withdrawn but, with judicious pruning, there was still welcome aid for most. In addition, more than £77,000 was allocated in half-yearly and annual grants.

Of the mess refurbishment applications, the largest sum of £61,000 went towards work at the WO's and Senior Rates' lounge area at HMS Dolphin. Meanwhile, for a project at HMS Drake there was £34,000; Raleigh £26,850 (with a further £15,500 for club refurbishment there); HMS Cochrane and RM Condor £20,000 each; HMS Heron £14,163; and HMS Centurion £12,000.

As at previous Sailors' Fund Grants Committee meetings there was heart-searching on whether the fund should finance work which would normally fall to the public purse — although not to proceed could mean waiting many years in some cases, and then with no guarantees.

Considered too was the fate of equipment which had been purchased by the fund when a mess was subsequently refurbished.

But generally there was wide support for such projects, with comments like "I don't think public money would provide the

standard that many of our people want to see these days."

The funds also supported many leisure and adventurous projects, including yachts, canoes, camper homes, expeds and fitness equipment.

The largest individual bid considered — and which was lost — came from HMS Sultan where £121,000 was sought to help provide a purpose-built MOT, servicing and vehicle repair garage. A local contribution of £60,000 was offered.

The meetings heard that, operating under the establishment's Central Amenities Fund, the fa-

cility would employ civilian tradesmen and function along commercial lines.

After several Sailors' Fund committee members had raised queries and expressed reservations, the committee voted against the project. At the subsequent FAF meeting, when it was also reported that planning permission had yet to be obtained, there was also no grant.

Helping to boost the funds available via the FAF was nearly £33,000 received as a result of withdrawal of the Blue Liner tobacco concession.

Where the money goes

GRANTS and loans approved by the Sailors' and Fleet Amenities Funds:

HMS Dolphin — £61,000 (grants of £36,000 from Sailors' Fund and £25,000 from FAF) towards refurbishment of WO's and Senior Rates' lounge area.

HMS Drake — £34,000 (grants of £19,000 from Sailors' Fund and £15,000 from FAF) towards furniture and decor for Junior Rates' restaurant.

HMS Raleigh — £26,850 (grants of £14,850 from Sailors' Fund and £12,000 from FAF) towards refurbishment of Trafalgar dining hall.

Dept. of CGRM — £19,483 (grants of £9,742 from Sailors' Fund and £9,741 from FAF) towards mobile camper/motor home.

Portsmouth Naval Gliding Club (HMS Daedalus) — £20,000 (grants from Sailors' Fund and FAF of £10,000 each) towards vintage tug aircraft.

Naval Riding Centre (HMS Dryad) — £15,000 (loans of £10,000 from Sailors' Fund and £5,000 from FAF) towards outdoor riding arena.

HMS Centurion — £12,000 (grants of £11,000 from Sailors' Fund and £1,000 from FAF) towards Senior Rates' mess refurbishment.

HMS Cochrane — £20,000 (grants from Sailors' Fund and FAF of £10,000 each) towards refurbishment of WO's/CPOs' Mess to form a combined mess.

HMS Neptune — £11,558 (grants of £6,000 from Sailors' Fund and £5,558 from FAF) towards Sigma 33 yacht to replace Scorchier.

RM Plymouth — £10,000 (grants from Sailors' Fund and FAF of £5,000 each) towards Hydra fitness machines for Stonehouse Barracks.

RM Condor — £20,000 (grants from Sailors' Fund and FAF of £10,000 each) towards refurbishment of lounge area of Sergeants' Mess.

HMS Osprey — £19,475 (grants of £10,000 from Sailors' Fund and £9,475 from FAF) towards replacement of establishment yacht.

HMS Raleigh — £15,500 (grants of £8,500 from Sailors' Fund and £7,000 from FAF) towards refurbishment of Raleigh Club.

RM Condor — £9,000 (grants from Sailors' Fund and FAF of £4,500 each) towards refurbishment of multigym complex.

HMS Warrior — £17,500 (grants of £9,000 from Sailors' Fund and £8,500 from FAF) towards motor campervan.

1st Submarine Squadron — £5,000 grant from Sailors' Fund towards TV and satellite aerial system for submarines alongside in maintenance.

10th Submarine Squadron — £16,584 (grants of £8,584 from Sailors' Fund and £8,000 from FAF) towards m/v Endeavour enhancements/improvements to meet recreational and adventurous training role.

HMS Heron — £14,163 (grants of £7,500 from Sailors' Fund and £6,663 from FAF) for enhancement of Junior Rates' dining hall.

HMS Neptune — £9,920 (grants of £5,000 from Sailors' Fund and £4,920 from FAF) towards five-berth mobile home.

HMS Osprey — £4,000 grant from FAF towards woodblock floor, patio furniture and artificial plants for indoor courtyard of Wardroom.

HMS Collingwood — £3,000 (grants from Sailors' Fund and FAF of £1,500 each) towards expedition to Jasper National Park, North West Canada.

HMS Forest Moor — £4,602 (grants of £2,300 from Sailors' Fund and £2,302 from FAF) towards converting clay pit into coarse fishing pond.

HMS Seahawk — £4,500 (grants from Sailors' Fund and FAF of £2,250 each) towards ramp and access doors in Car Club.

HMS Dolphin — £2,000 (grants from Sailors' Fund and FAF of £1,000 each) towards sound system in Pandora Theatre.

HMS Temeraire (DNPTS) — £2,200 (grants from Sailors' Fund and FAF of £1,000 each) towards RN/RM personnel competing at 1990 Commonwealth Games in New Zealand.

HMS Neptune — £3,669 (grants of £1,800 from Sailors' Fund and £1,869 from FAF) towards re-establishing Rifle and Pistol Club.

CTCRM — £3,000 (grants from Sailors' Fund and FAF of £1,500 each) towards Joint Service expedition to Smith Island, Antarctica, 1990-91.

RM Orienting Club — £3,000 (grants of £1,000 from Sailors' Fund and £2,000 from FAF) towards production of orienteering map.

RN Hospital, Plymouth — £2,980 (grants of £1,500 from Sailors' Fund and £1,480 from FAF) towards stage lighting for Drama Club.

HMS Gannet — £2,600 (grants from Sailors' Fund and FAF of £1,300 each) towards sauna.

RN Football Association — £2,500 (grants from Sailors' Fund and FAF of £1,250 each) towards Youth team participation in Dailies Cup International Soccer Competition.

HMS Daedalus — £2,000 (grants from Sailors' Fund and FAF of £1,000 each) towards canoes and associated equipment.

HMS Cochrane — £2,375 (grants of £1,200 from Sailors' Fund and £1,175 from FAF) towards Wives Information Service on Employment and Education.

HMS Dolphin — £2,239 (grants of £1,200 from Sailors' Fund and £1,039 from FAF) towards camping equipment.

CDO Logistic Regiment, RM — £800 (grants from Sailors' Fund and FAF of £400 each) towards wooden picnic tables.

HMS Collingwood — £1,125 (grants of £600 from Sailors' Fund and £525 from FAF) towards canoes and associated equipment for Canoe Club.

HMS Caroline — £1,094 (grants of £594 from Sailors' Fund and £500 from FAF) towards portable skittle alley.

INM Alverstoke — £685 (grants of £385 from Sailors' Fund and £300 from FAF) towards fitness machine.

HMS Collingwood — £526 (grants of £275 from Sailors' Fund and £251 from FAF) towards bandsaw drill and associated equipment for Woodwork Club.

● Grants which in aggregate exceed £15,000 for any one project are subject to the approval of the Trustees.

Annual and Half-Yearly Grants

Half-yearly grant to HM ships — £55,737 from Sailors' Fund.

Half-yearly grant to RM Commando units — £6,736 from Sailors' Fund.

Half-yearly grant to Regular Forces Employment Association — £10,891 (grants of £5,261 from Sailors' Fund and £5,630 from FAF).

Annual grant of Union Jack Club — £4,295 (grants of £3,092 from Sailors' Fund and £1,203 from FAF).

Whale of a job for Avenger

THANKS to the Lynx helicopter of the Type 21 frigate HMS Avenger the Falkland Islands' museum, in Stanley, has on display the 20 ft.-long skeleton of a rare Southern Bottlenose Whale.

The whale was struck by a ship and became beached on Kepple Island where the museum's curator, John Smith, and local islanders stripped the flesh from the 10 ton mammal to prevent its bloated carcass from floating out to sea.

They then faced the task of transporting the 200 lb skull and skeleton to Stanley, some 150 miles away, but the Navy made no bones about the task and offered the services of the Avenger's Lynx which was operating in the area.

No one in the Falklands today can remember seeing a Southern Bottlenose whale and this rare specimen has already attracted the attention of locally-based scientists of the Sea Mammal Research Unit of the British Antarctic Survey.

Warmer waters lie ahead for the Navy



AT a ceremony to mark the opening of a Royal Navy display — the first time the service's role has been on exhibition in the House of Commons — Mr Archie Hamilton, Minister of State for the Armed Forces, spoke of the Navy's future role.

Accompanied by the First Sea Lord, Admiral Sir Julian Oswald, Mr Hamilton took a close look at the Navy's world-wide deployment of ships and indicated that if the threat from the Soviet Union continued to recede the Navy would play a reduced role in Nato exercises allowing ships to take part in "warm water programmes".

He went on to confirm the Navy's commitment to maintaining the Armilla Patrol in the Gulf and of the need to have a guardship in the West Indies aimed at helping the United States and Colombia in their fight against drug smuggling.

Under the Defence Ministry's "options for change" exercise the Navy would have fewer ships but Mr Hamilton hinted at orders for new vessels.

Tribute paid to French fleet

AN Anglo-French naval ceremony at Brookwood Military Cemetery marked the 50th anniversary of the bombardment of the French Fleet at Mers el-Kebir — one of the most repugnant tasks the Royal Navy has ever had to undertake.

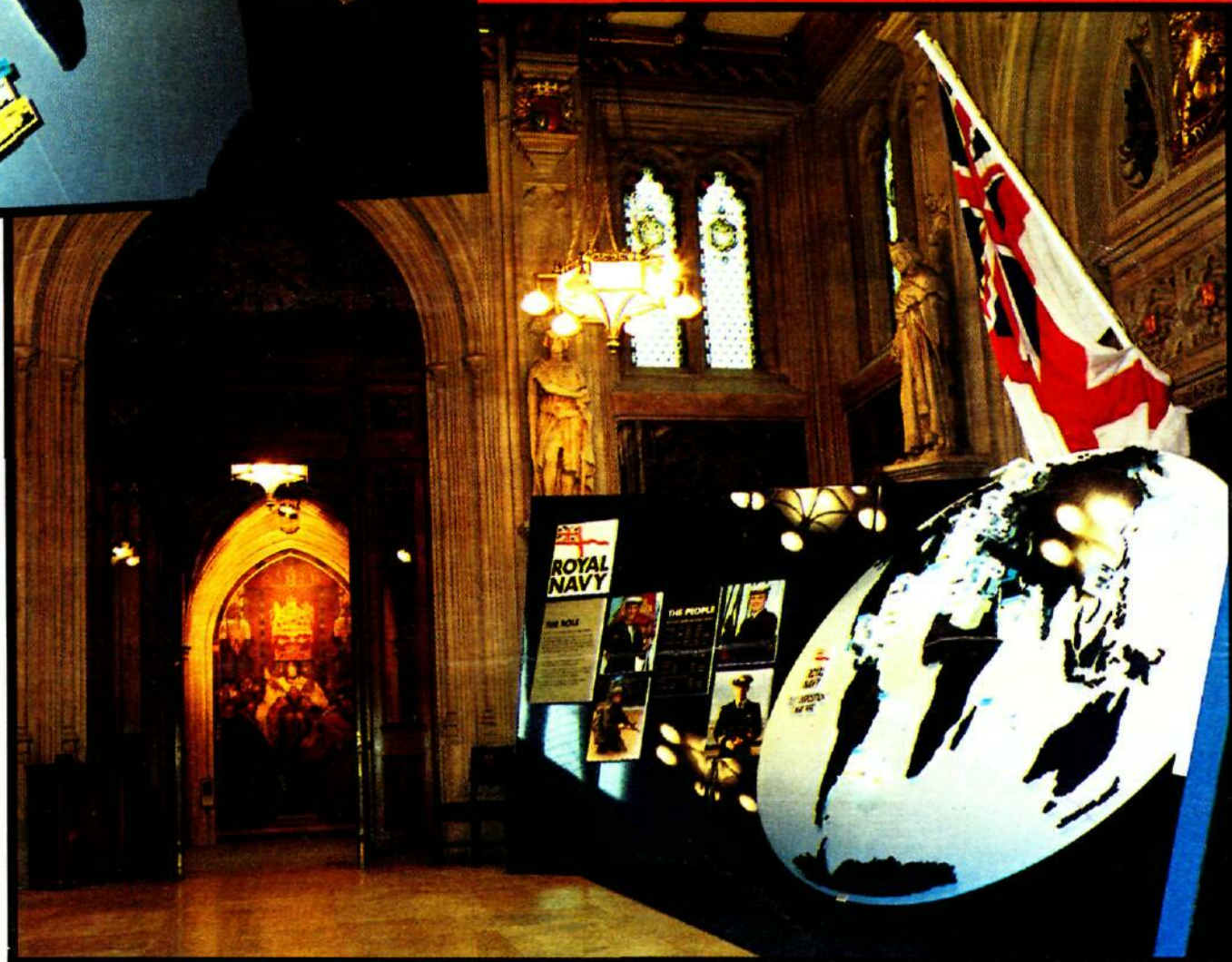
After the fall of France in 1940 there was a risk that the battle squadron lying near Oran might fall into enemy hands — and when alternatives which would have avoided the necessity for force were not accepted by Admiral Gensoul, Admiral Somerville's Force H was compelled to open fire, knowing that more French ships were on their way from Toulon to support them.

Over 1,200 French Navy officers and men died in this one-sided engagement — which, although successful in its aim, does not feature in the Royal Navy's roll of Battle Honours.

The First Sea Lord, Admiral Sir Julian Oswald, and the French Naval Attaché Contre-Amiral Michel Mollat du Jourdin are seen below during the wreath-laying ceremony at the French Naval Memorial at Pirbright.

By happy coincidence, the officer co-ordinating the occasion was Cdr. Dudley Pound — grandson of the First Sea Lord in 1940 who had striven to avoid force against a former loyal ally.

Picture by PO(Phot) Stuart Antrobus



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The 6th sense an occasion

Squadron get-together makes for serious fun

Gibraltar offered the Navy the chance for some fun in the sun when most of the 6th Frigate Squadron met up at the gateway to the Med.

Arranged at six monthly intervals, these gatherings — this was the third — have been designed to pep up operational skills with an accent on teamwork.

But a keen sense of inter-ship rivalry was also evident as HMS Hermione, Andromeda,

Jupiter and Juno competed in a 12-event Olympiad.

After a closely-fought competition the Hermione emerged as overall victors and took away the 6th Frigate Squadron Challenge Cup. The day closed for 400 of the ships' companies at a barbecue held at the Fleet Pavilion.

The following morning saw a ceremonial departure with a fly past of the squadron's helicopter flights before they got down to business with a full programme of operational serials — including Officer of the Watch manoeuvres with Group Whisky Gulf Patrol ships; a rare three-ship replenishment at sea; and Seawolf firings.

The Jupiter then departed with the other two Gulf ships — HMS Battleaxe and York — while Andromeda detached on a short-notice operational commitment. Hermione and Juno were able to return to the Rock for two more days' rest and relaxation.

Best whites

There was a rare opportunity for the Hermione's people to parade their best white uniforms when ceremonial divisions were inspected by the Governor of Gibraltar, Admiral Sir Derek Reffell.

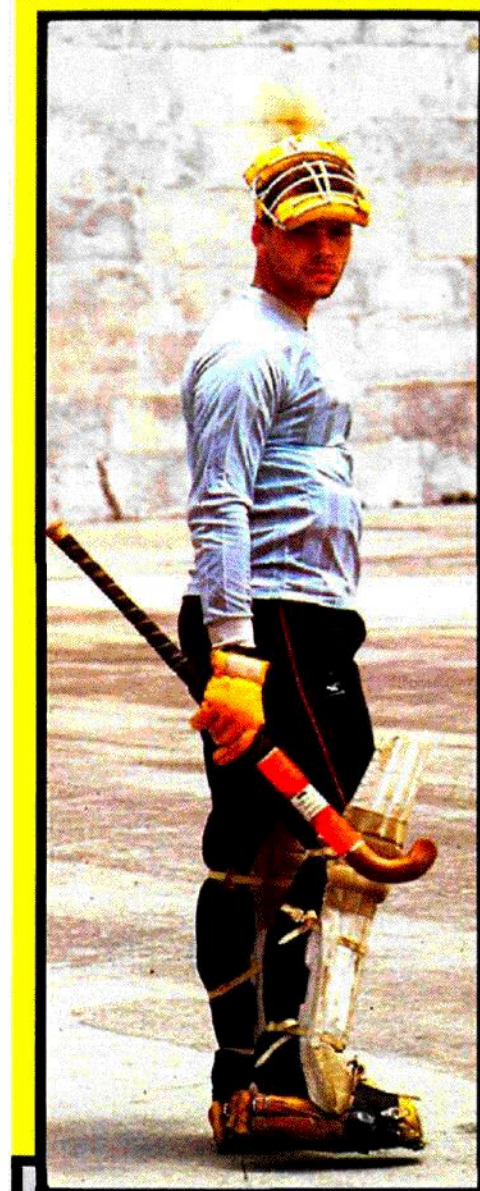
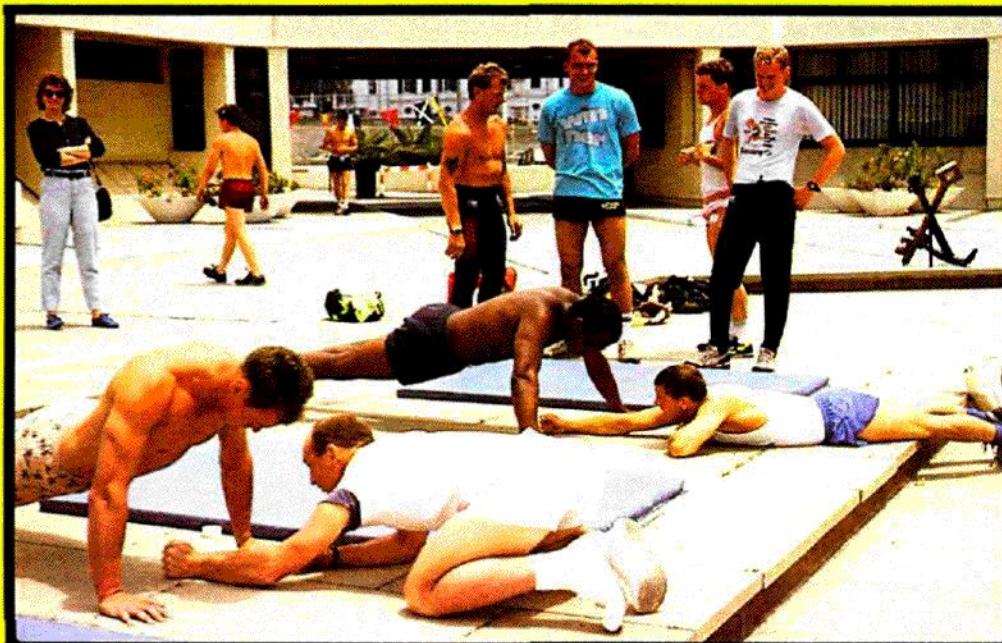
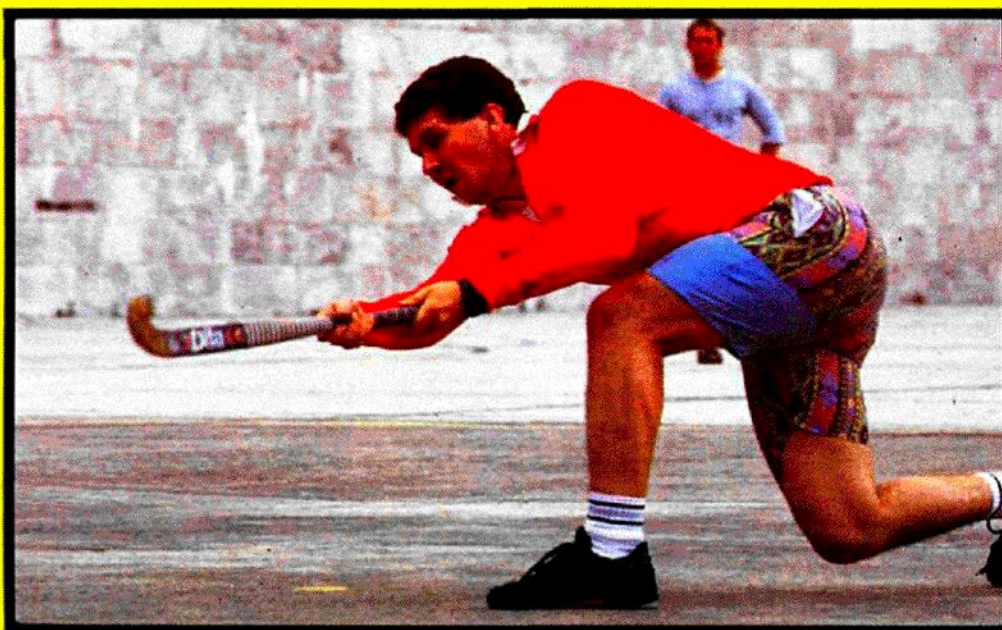
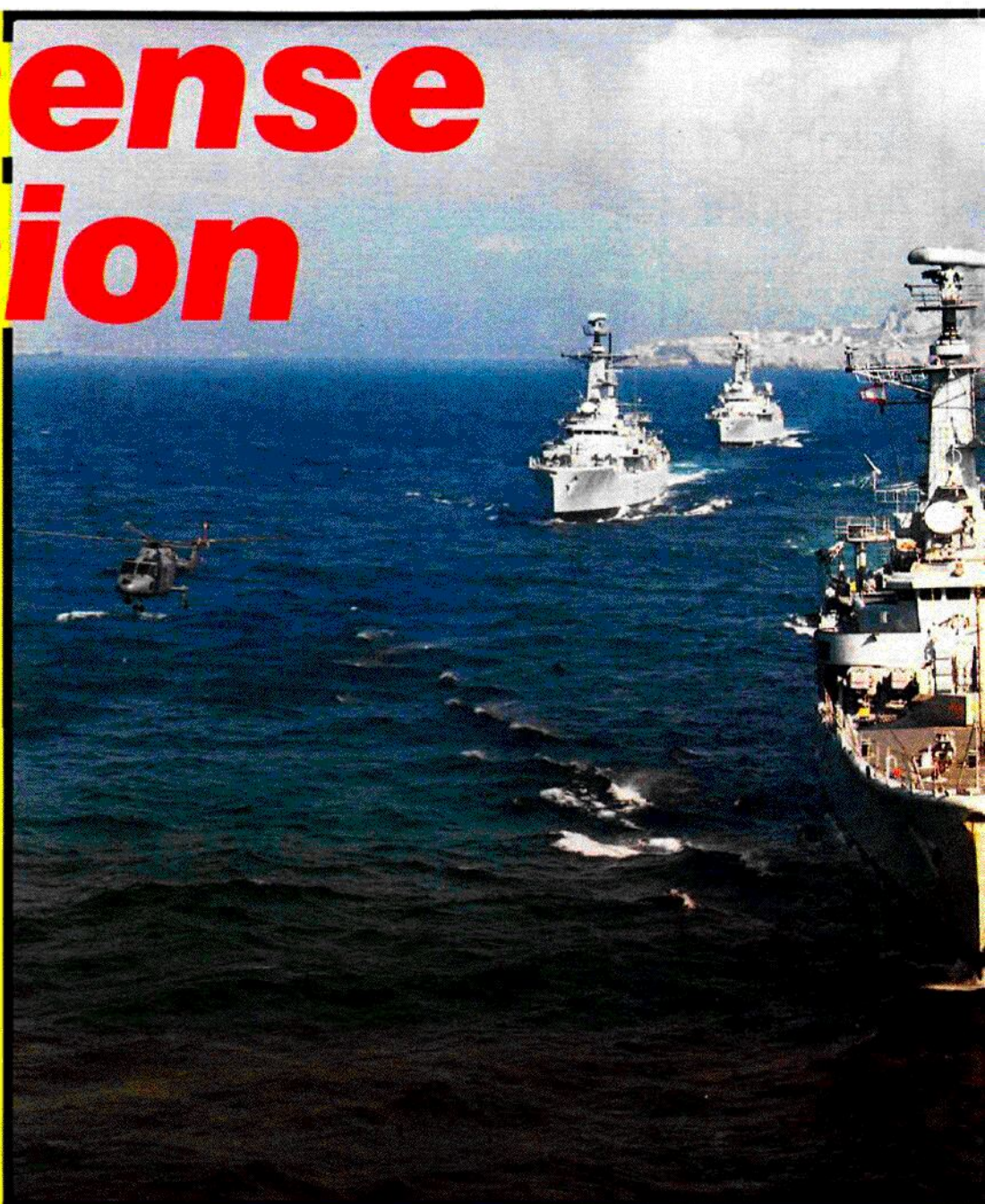
The squadron's lead ship is now back in Portsmouth for an extended maintenance period while Andromeda replaces HMS Scylla in the Leander refit stream at Rosyth. Juno continues in her navigation and marine engineering training role. The other ship in the squadron, HMS Charybdis, returned home from Gulf duty last month.

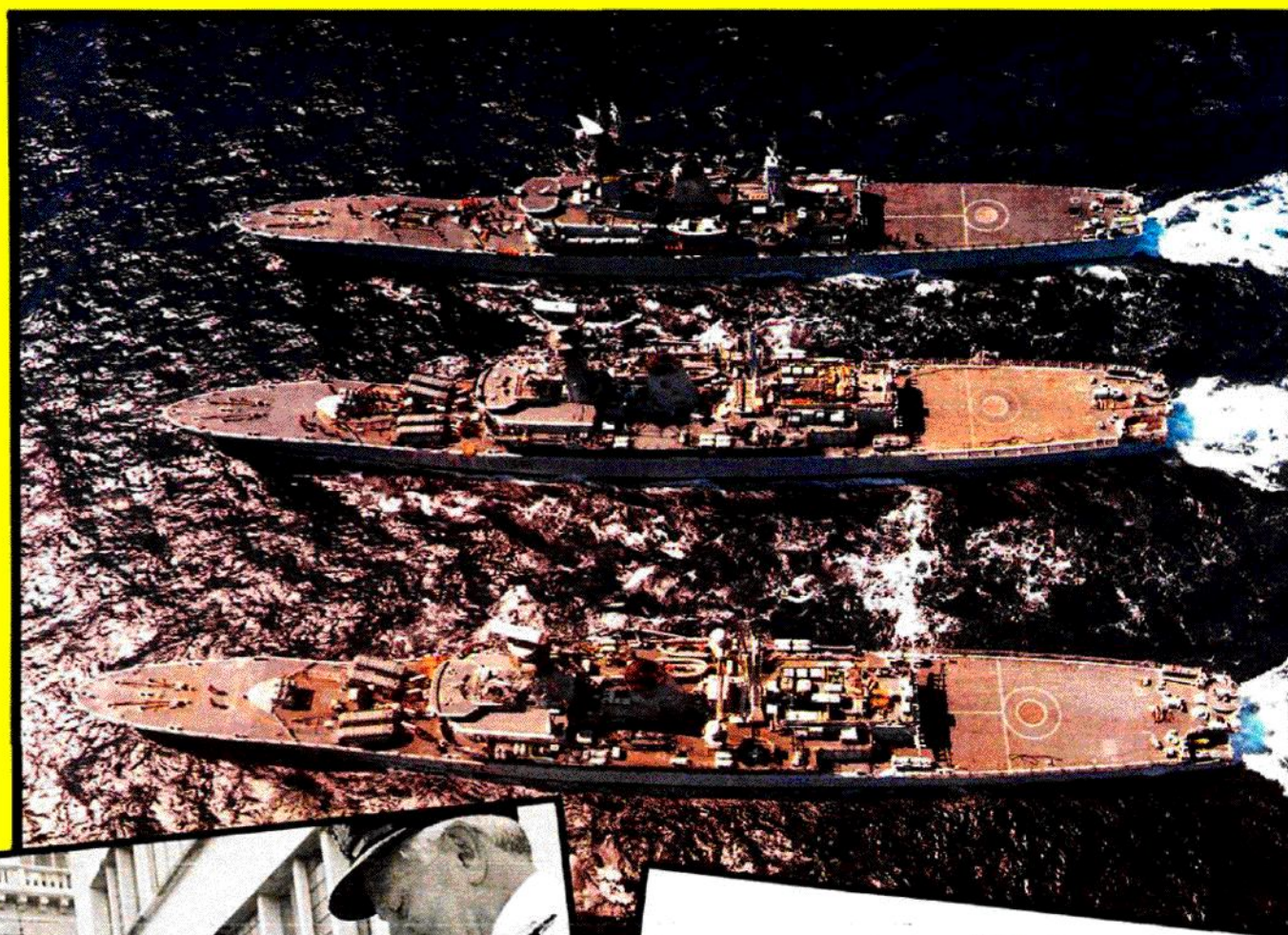
● Top, centre — HMS Hermione leads ships of the 6th Frigate Squadron in a ceremonial departure from Gibraltar, with HMS Juno (right), Andromeda (left) and Jupiter bringing up the rear as a Levanter wind blows from the top of the Rock.

● Top, right — a rare three-ship replenishment at sea for (from the top) HMS Juno, Hermione and Jupiter.

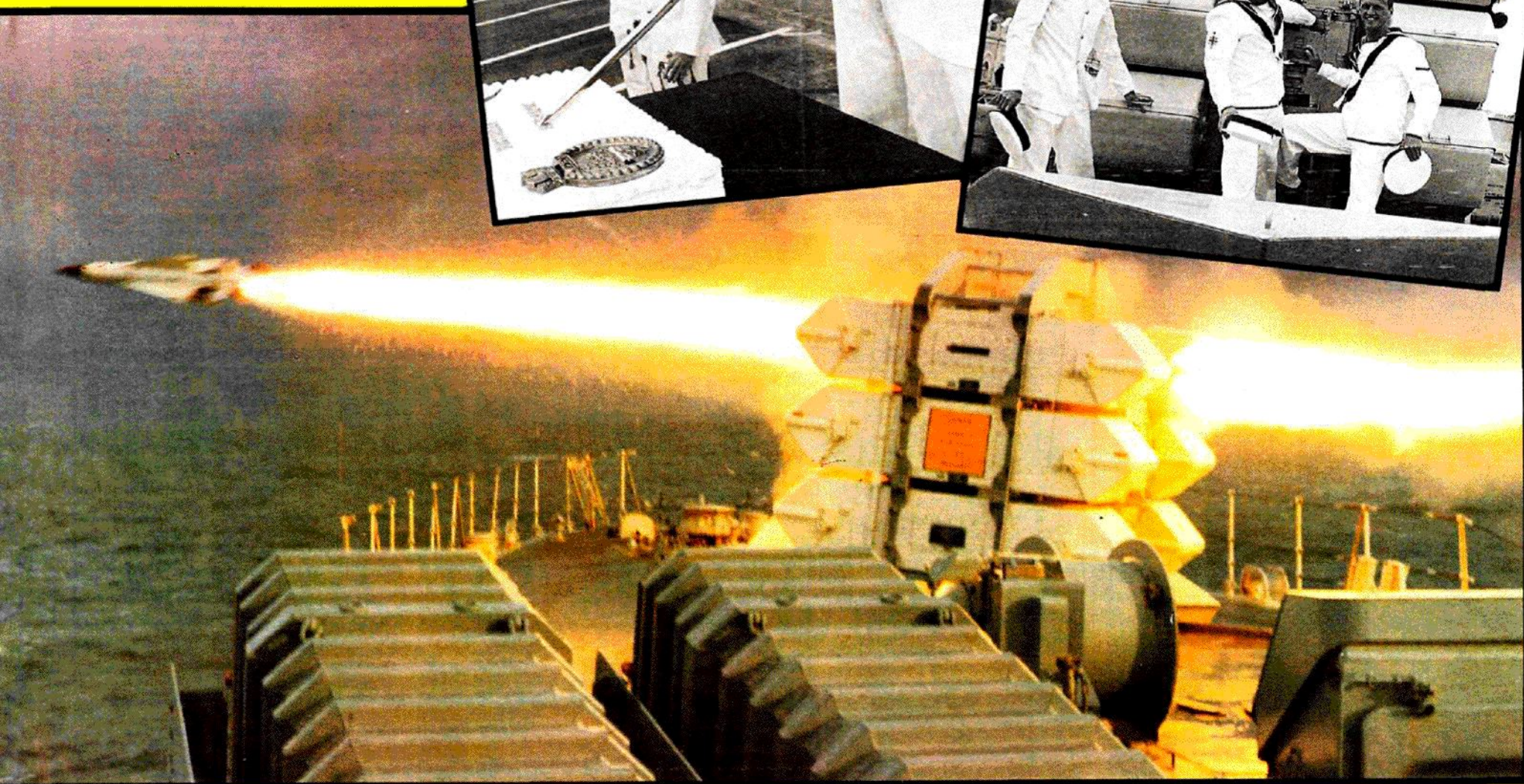
● Below, right — HMS Andromeda lets fly a Seawolf missile. Inset (left) Hermione's WE team show off their best whites around their own launcher after ceremonial divisions and (right) the Governor of Gibraltar, Admiral Sir Derek Reffell cuts the ship's 21st birthday cake assisted by the youngest member of her company, JRO Paul Oliver.

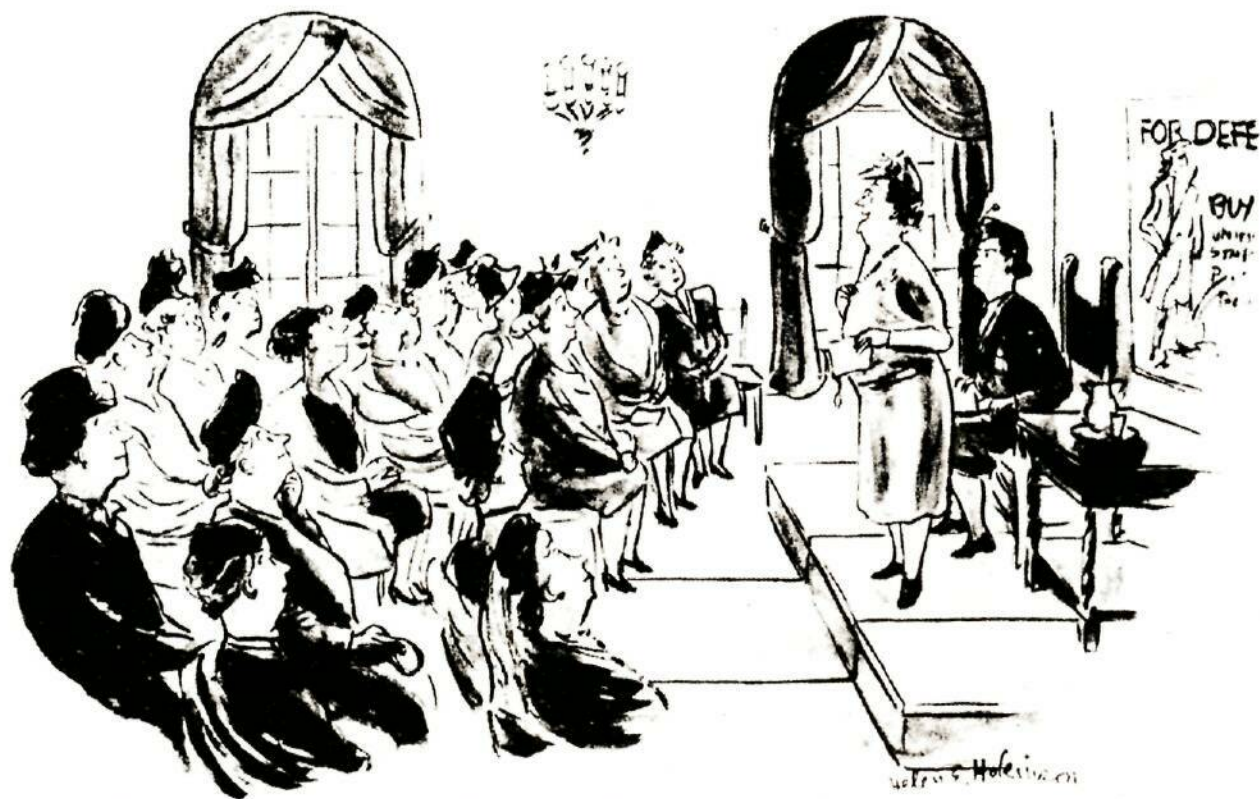
● Below — scenes from the 6th squadron's sports challenge. Clockwise are MEM Ivan Leivers, HMS Andromeda hockey team goal-keeper; LWEM Simon McKernan, representing some of the opposition from HMS Juno; 2nd Lieut Simon Artby and AB Denzil Simpson of HMS Andromeda, putting through the gym tests; and the commanding officers of HMS Andromeda, Hermione, Juno and Jupiter (left to right, Cdr Malcolm Williams, Capt Andrew Ritchie, Cdr Keith Redford and Cdr John Wright) starting the chain of command relay race.





Pictures by LPhot Barry Hills
and Cpl Steve Ankers.





'Miss Whitehead will tell us how to amuse sailors.'

DOING one's bit was ready fare for the cartoonists of the war years. Helen Hokinson, an artist for New Yorker magazine, captured the mood of the times; her cartoon (above) demonstrating American ladies had much in common with their British counterparts.

This and scores of others illustrate Joseph Darracott's *A Cartoon War* (published by Leo Cooper at £16.50 hardback).

Summer leave: a novel choice

MOVIEMAKERS have offered an apparently insatiable public diverse personal impressions of the Vietnam War. Now author and 'Nam vet Michael Peterson presents his own view of the conflict in a weighty novel, *A Time of War*.

It is a powerful tale, taking in its sweep the brutality and heroism of war and setting its fictional characters against a background peopled by actual military and political figures of the day.

Horror is there in plenty, but it boils down to a story of compassion and the unlikely but believable liaison between a war weary US Marine of humble background and the grandniece of the last Emperor of Vietnam.

Published in hardback by Mandarin, *A Time of War* costs £9.99.

The prologue alone of Tony Kenrick's paperback *Neon Tough* will see off the squeamish. For those with a stomach for it, though, a gripping tale follows of dirty dealings in Hong Kong. The hero, Hugh C. Decker, surely deserves more adventures. Published by Sphere, it costs £3.99.

The Battle of the River Plate, one of the most famous actions of the Second World War, provides the setting for Alan Evans' action-packed novel, *Orphans of the Storm*. It's published by Hodder and Stoughton at £11.95 hardback.

A hundred year old mystery provides the basis for Enda McLaughlin's first novel, *Memor for the Wasp* (published by Glendale at £5.95 paperback). Why did the British gunboat go aground on Tory Island, off Donegal, on a clear September night in 1884?

Charles Gidley's novel of love and loyalty in the Second World War, *The Fighting Spirit*, is now out as a Fontana paperback, priced at £3.99.

In *Gun Action* (published by Merlin Books at £5.95 paperback), Donald C. Campbell fol-

lows survivors back to a British submarine which was lost in Japanese-dominated waters during the War. A daring salvage operation is planned ...

The high-pressure existence of carrier pilots is examined in *Sweetwater: Gunslinger 201*, a novel by Lieut.-Cdr. William H. La Barge USN and Robert L. Holt. It is published by Sphere at £3.50 paperback.

Fans of Nigel West will welcome the paperback edition of *The Blue List* (published by Mandarin at £3.99). A Messerschmitt 109 is rediscovered 40 years after being shot down and it still holds dangerous secrets ...

Another Mandarin paperback is Barry Chubin's *The 13th Directorate*, an espionage thriller set in the days of glasnost. It also costs £3.99.

Finally, former Royal Navy officer Nicholas Barker and Anthony Masters have collaborated on *Rig*. A crack IRA unit plots to destroy a North Sea oil rig. Only the bravery and ingenuity of a handful of defenders stands in the way of Operation Giantkiller. *Rig* is published by W. H. Allen at £11.95 hardback.

WAR BENEATH THE WAVES

SUBMARINE warfare gave rise to numerous tales of heroism, endurance and suffering during the last war as the Allies took on their persistent and skillful enemies.

How the Allies used the craft to full, deadly potential is examined by Kenneth Poolman in his hardback volume, *Allied Submarines of World War Two*.

Having traced the evolution of the submarine, he examines the Allied war effort as it was undertaken by the respective submarines fleets, taking the reader

A CITY JUNGLE, VIETNAM AND A PRIMATE GONE BANANAS

THERE are, it's said, three choices in life. You can do good, you can do bad or you can do nothing. Fortunately for the human race not many of us deliberately choose the second option.

The Krays, it can be argued, were an exception. It's worth remembering (not that the film always

rot in two seconds flat. Thus we have our old chum, the apparently helpless individual with the se-

Screen Scene

does) that they were essentially small-time villains, living mainly off nasty little protection rackets and feuding with rival gangs as though they'd never left the school playground.

What finally dragged them before an outraged public eye was the berserk, completely inappropriate violence with which they conducted their grubby enterprises, culminating in a brace of murders, the expiation of which the unlovely *Ron and Reg* are still completing.

It's a fast, sharp, vicious comic-strip of a film, which traces the roots of the twins' infamy to a monstrous perversion of the old East End working class camaraderie. It follows convention by casting its villains from the music world, and after Roger Daltrey (*McVicar*) and Phil Collins (*Buster*), the brothers Kemp take the title roles here. What next? Elvis Costello as Dr. Crippen?

Blind Fury offers a new twist on an old yarn. A GI in Vietnam (Rutger Hauer, more usually seen extolling the virtues of Guinness) is blinded by a shell-burst and found wandering in the jungle by some native villagers.

Instead of dismembering him on the spot — a fate which in real life a soldier in his position might reasonably have expected — the villagers not only give him shelter, but teach him such survival skills as super-sensitive hearing, which can pick up a bad guy's breathing at 50 paces; and such skill with a sword as can turn said bad buy into diced car-

cret power to annihilate the procession of sleazy bullies who seem to queue up to torment him. About nine-tenths of Stephen King's stories, for instance, turn on the same fantasy. In *Blind Fury*, directed by Philip Noyce, whose previous film was the masterly thriller *Dead Calm*, you can see the tale done to a turn.

Third 16mm release of the month is *Monkey Shines*, which provides the stuff of nightmares. You're paralysed in a wheelchair, you can only move your head, and a deranged chimpanzee brandishing a cut-throat razor is advancing on you ...

However, this is no cheap exploitation picture. The character of the paraplegic, a former athlete smashed up in a road accident, is carefully established, and his relationship with the ape Ellie, trained to perform various simple chores for him, is touching and funny.

Ellie, however, has formerly been the guest of a research laboratory, and has a few unpleasant surprises waiting to be sprung ...

Lastly, a reminder that the R.N.F.C. video library continues to offer tapes of all titles released earlier on 16mm, and of many other titles as well. Recent additions have included *Shadow Makers*, starring Paul Newman, the story of the development of the atomic bomb and its eventual explosion over Hiroshima in 1945; *Old Gringo*, a dark tale of obsession and death during the Mexican revolution; and *Turner and Hooch*, a comedy thriller featuring a cack-handed cop and an enormous, drooling dog.

— Bob Baker

Ganges revisited

FIRST published in 1978, John Douglas's *HMS Ganges* — Roll on my Dozen soon sold out. Not surprisingly; when the final marchpast was held at Ganges in 1976 there was not enough room in all its 150 acres to accommodate those who turned up.

Now the endearing Johnny's adventures are back in print (Maritime Books, price £12.95), reopening debates about the training establishment boy entrants to the Royal Navy loved to hate.

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Crabb: a nebula remains

"FOR US, the story of Commander Crabb will never die, though there are those that wish it would..."

For many years to come, it seems, this will continue to be the essential truth about the mysterious disappearance of the celebrated wartime diver who passed out of history and into legend when allegedly spying under the hull of the Soviet cruiser Ordzhonikidze in Portsmouth Harbour, some time in the morning of April 19, 1956.

In *Frogman Spy*, (W. H. Allen, £12.95) Michael and Jackie Welham explore the not wholly original hypothesis that Lionel Crabb ("Buster") was the sobriquet applied by the popular press which he detested and was never used by those who knew him) was deliberately planted by the British Secret Service, sent into the water with the intention that he should be caught, taken into Russia where his expertise would be of value in training Spetsnaz units — the equivalent of the Special Boat Service — and eventually "sprung" when he had learned enough about their progress in developing underwater warfare techniques.

It doesn't seem likely — though intelligence services are known to have essayed sillier projects. Certainly Crabb was an expert in this field. During the war he had been decorated for his mine disposal work and towards the end of hostilities had teamed up with members of the celebrated Italian Tenth Light Flotilla, who were pre-eminent in covert submerged operations.

He "became devoted to Italy and its people and a devout convert to the Catholic faith."

But the post-war era left him drifting. By 1956 he was 46 and past his prime, a heavy smoker perhaps too fond of the bottle. If such a project had been tried, Crabb was not by then a sound proposition.

Yet his disappearance, whether by accident or design, sorely embarrassed Prime Minister Anthony Eden, soon to be embroiled in the Suez debacle — and while papers covering Suez have been released those relating to Crabb are locked away until 2057, so who knows?

Crabb might be seen as part of the flotsam of the Fifties that washed up in the demimonde scandals of Philby, Burgess and Maclean and, ultimately, Pro-

fumo. His story is replete with the classic elements of best-selling modern mysteries.

While the headless and handless corpse dredged up in Chichester harbour over a year later did not belong, according to his close colleague the late Sydney Knowles who failed to recognise other distinguishing marks on what was left, to Crabb, he was, the Welhams tell us, advised to say it did.

The problem of the replacement gravestone in Milton cemetery — which only adds the date 1956 and his decorations — is discovered to be simply the work of a female cousin who took charge of the care of the plot after his mother's death and is now herself deceased.

But there is another mysterious woman — one among several — who claims to have witnessed the last days of a man named Korablov at a Russians-only sanatorium in Czechoslovakia.

"He would sit for hours and stare at the distant hills, lost to himself, speaking little and sometimes not at all to some staff."

Once he told her, however, that "he was the only diver to have served in the English Navy and the Russian Navy and to have medals from both."

Requiescat in pace, then — until 2057, anyway. Or maybe or bit sooner, if Glasnost lets in a little more light. JFA

NO COMPROMISE NO QUARTER

REAR Admiral Sir Anthony Miers, VC, long-time president of the Submarine Old Comrades Association, died in 1985. At his memorial service it took 40 minutes for those present — including the Board of Admiralty and the Chief of Defence Staff — to file past his widow.

Meanwhile his former First Lieutenant "had opened a side door for the benefit of those bursting to get out for a pee. Nor did he leave until he had checked that there were no somnolents still collapsed under pews; that had been his standing duty when Tony Miers gave a party..."

Miers' last years had been clouded by the threat of scandal, largely instigated by an author who sought to brand him as a war criminal for his action in machine-gunning survivors from a German-manned caique sunk in the aftermath of the Battle of Crete by his most celebrated command HMS Torbay. The story finally broke in the national press last year.

The last duty to his old skipper described above was performed by Cdr. Paul Chapman who now attempts to set the record straight in *Submarine Torbay* (Robert Hale, £11.95). He pulls no punches in doing so. It may have happened — but the man on the spot had a clear understanding of the circumstances that was not entirely shared by Admiralty, where "some eyebrows were raised."

Chapman was not eye witness to the particular incident in question — but he describes another which puts the whole business in perspective.

"In one case a caique hailed us: 'Captain is Greek; we surrender.' But it did not sound

like a Greek voice. When we got alongside, Cpl. Bremner (a soldier embarked for special operations) saw an individual about to throw a grenade. Bremner shot him. Then Campbell, on the casing ready board, saw one pointing a rifle at him from behind the wheelhouse. Campbell shot him, and we shot the lot..."

Fanatical

Chapman avers that the German Air Corps were "fanatical ex-Hitler Jugend". "Their Stuka element... stooped around machine-gunning survivors in the water. They gave no quarter, and Torbay was likened in respect of them."

Through the "rather horrid" campaign of Crete and elsewhere Miers meted out rough justice to his crew, too, when they fell short of the demands he made of them.

"But he would deal with his own people, and nobody, but nobody else, would be allowed to touch them". Chapman had his own experience to draw upon. He offended an officer in



Above: Celebrated wartime skipper of HM submarine Torbay, Cdr. Tony Miers VC, later promoted to Rear Admiral and knighted.

a bar once — and Miers apologised for him, offering an excess of exuberance in celebrating his own DSO and Chapman's DSC in mitigation.

"That was that, except that on the way home Miers tore (me) up for arse paper."

Chapman paints a vivid picture of an eccentric, tough, sometimes abrasive but overwhelmingly loyal character that perhaps only a fellow submariner could fully appreciate. Much later he was determined that no one would spoil Miers' last party. JFA



At Your Leisure



Fliers pick up a penguin



WITH a gentle humanity which must subsequently have inspired great confidence in patients submitting themselves to his knife, surgeon Frank Cockett approached wartime service in Malta and Gozo.

Non-flying officers were often referred to as penguins, but as a young RAF medical officer Mr Cockett soon took to the skies with RAF and Fleet Air Arm pilot buddies.

In fact, "frightening the doc" became something of a challenge resulting in stunning — and on occasion unintentional — feats of aerial acrobatics.

Siege

In *The Maltese Penguin* the author brings back to life one small slice of a world at war — the siege of Malta. It's a slice peopled by marvellous cross-section of mankind; characters range from gallant and idiosyncratic fliers to a nun assisting in

theatre but forbidden to gaze upon male flesh.

Then there are the airmail glider-borne troops, the bad tempered pilot who emerges unscathed from a brilliant crash landing to growl at the concerned medic "Who the hell are you? Get off my wing" and the local mother prepared to sacrifice herself and her daughter for a night in return for American dollars...

A brief and warm-hearted memoir, *The Maltese Penguin* is published by SG Books, illustrated with drawings and black and white photographs and costs £10 hardback. It is available from Hatchards, 187 Piccadilly, London W1V 9DA. Add £2.15 postage and packing UK; enquire for overseas rates. LC

SAILORS OF THE WORLD

TWO new titles in Arms and Armour Press' Fotofax series are *Naval Elite Units* (by Michael G. Welham) and *The German Sailor in World War Two* (by J. P. Chantrain, R. Pied and R. Smeets). Both softbacks contain more than 80 black and white, well captioned photographs, plus introductions and background features. They cost £4.95 each.

OUT OF THE SHADOWS

PAPERBACK issues of — *SOE — The Special Operations Executive 1940-46* and *Channel Firing — The Tragedy of Exercise Tiger* mark anniversaries of their subject matter.

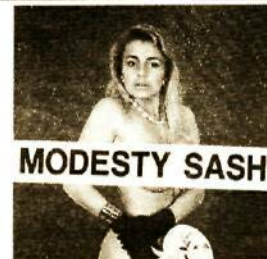
The former, written by M. R. D. Foot and published by Mandarin at £4.99, is reissued on August 2, coinciding with the 50th anniversary of the setting up of the SOE.

Mr Foot explains how the executive was created and run and looks at the remarkable men and women who carried out the missions.

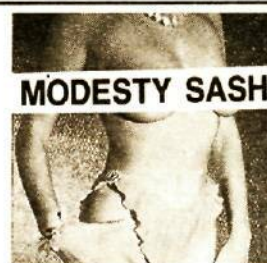
Nigel Lewis' *Channel Firing* came out in Penguin (£5.99) exactly 56 years after the Slapton Sands tragedy. It pieces together the complete story of the D-Day exercise that went horribly wrong, leaving more than 600 American soldiers dead, and of the successful cover-up that followed.

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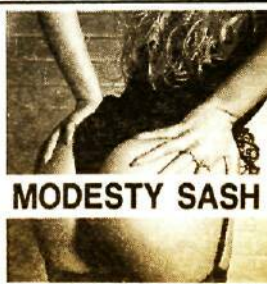


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27: HMS Dunvegan Castle sunk by U46 off Northern Ireland.
31: HM destroyer Esk sunk by mine off the Texel
Taken from The Royal Navy Day by Day.



Admiral backs naval federation

BEFORE getting down to the day's business, delegates and observers were welcomed by the Lord Mayor of Portsmouth, Cllr. Syd Rapson, and addressed by Admiral Sir Jeremy Black, Commander-in Chief, Naval Home Command.

CONFERENCE REPORT

Opening with a "salty" joke, Admiral Black went on to speak about the changes taking place in Eastern Europe.

Reductions in the armed forces were likely with the Army taking the brunt but the Navy could expect to take its share.

World peace

Speaking about the need for a strong defence he highlighted areas of unrest such as the Middle East as potential threats to world peace.

Admiral Black went on to confirm the strength of today's Navy and spoke of the new

ships already in, or coming into, service. Among them he mentioned HM ships Chatham and Norfolk which have joined the Fleet and the Norfolk's three sister ships which are building.

He also told delegates of the Navy's investment in submarines.

Speaking with enthusiasm about the prospect of a new naval federation he added how pleased he was to know that 30 naval groups supported the idea.

Before leaving, Admiral Black and the Lord Mayor were presented with decanters of Pussers Rum on behalf of the association.

BRANCH AWARDS

RECRUITING achievements resulted in the following awards made at conference by the President, Admiral Sir Desmond Cassidi: Sword of Honour — No 2 Area; Briggs Dirk (for large branches) — Llanelli; Briggs Rose Bowl (for small branches) — Peel, Isle of Man.

A new award, the Tasker Award for Convenancing, went to No 6 Area, whose members produced the largest number of covenants to date.



Admiral Sir Jeremy Black, CINCPNAVHOME.

SUPPORT NEEDED FOR RNA INVESTMENT FUND

ADMIRAL Sir Desmond Cassidi, President of the Royal Navy Association, addressing a record 263 delegates at the 1990 conference, held in Portsmouth, June 16, dispelled any tendency towards complacency in the ship's company.

In a forthright speech he stressed the need for more recruits and the need to have the association's finances on a sound footing. He also asked for support for the Association's Investment Fund and the proposed new naval federation.

The Investment Fund, he reminded them, was set up as a result of a 1987 conference resolution, but so far only 28 branches, out of a total of 465, had supported the fund which now stands at around £30,000.

The sum was a far cry from the proposed aim of £250,000 and he reminded delegates of his suggestion that each branch member contribute £10, over two or three years — Battle branch is the first to exceed the target of £10 per head.

Admiral Cassidi commended the association's charitable efforts which raised £100,000 in the past year and praised the superb response by RNA branches to the RM School of Music Relief Fund which had raised £29,000 plus an additional £14,000 by Deal and Walmer branches.

He then spoke about members of the association growing older and the need to look after their health and fitness problems which had led the Charities and Welfare

SUBS TO BE INCREASED

THE National Council motion to increase subscriptions from £3.50 to £4, with effect from Jan 1, 1991 was carried at the RNA conference with 176 supporting the motion and 80 against. An amendment, asking for an increase to £5, only just failed.

The passing of a motion of urgency, proposed by Reading branch stated: "that any branch which has been presented with an emblem for their standard pole by any other organisation should be permitted to parade with the same".

The three other motions which were carried were: Birmingham's proposal "that the 1994 conference be held in Birmingham", the motion by Huddersfield — "that the association should approach the business community to sponsor the RNA", and the motion by Mid Antrim that the National Council should investigate the methods used by other organisations (e.g. the Royal Artillery), in fund raising, to see if such systems would be feasible in the RN.

Among the motions which failed was a proposal by Wear branch "that members of the RNXS be eligible to join the RNA as full members and the necessary steps be taken by the National Council to amend the Royal Charter".

PRESIDENT'S ADDRESS



Admiral Sir Desmond Cassidi, President of the RNA.

committee to recommend a "Help Ourselves" campaign which this year would be in support of members of the association.

Admiral Cassidi paid tribute to the work done by members of the National Council and to the long hours spent on the association's business but added it was time new faces came forward to share this burden and that the work be spread around a bit more.

He urged delegates to support the proposed new naval federation, which had the backing of 30 naval groups and the blessing of the C-in-C Naval Home Command.

Legion's successful record in helping ex-service men and women he said the Legion was now suffering a fall in membership and needed help and support. The Legion had approached the RNA and the Royal Air Force Association to see if they could work more closely together, a matter under consideration by the National Council.

The President then spoke about the King George's Fund for Sailors which was deserving of branches' continuous support — £688,500, out of £1,500,000 distributed, had gone to 46 naval charities.

There was praise for the standard bearers of the association whose strong presence at the Royal Tournament was an ideal way of "Showing the Flag".

Admiral Cassidi went on to praise the welfare work accomplished at branch level.

He told delegates that giving time to their "oppos" was as important as giving money and asked for their special care for the elderly.

He thanked Pussers Rum for their generous support of the association and for setting up the RNA Seamanship award which was won this year by HMS Soberton.

Salute to shipmates as standards parade

AS 263 delegates converged upon the Guildhall Square, Portsmouth, for the annual RNA conference, on June 16, the city extended a warm welcome to these former sailors — the Lord Mayor even went so far as to say he had considered renaming the conference venue HMS Guildhall!

This title seemed appropriate on Sunday, June 17, when over 90 standards — led by the national standard, carried by Shipmate Alan Robinson — were marched proudly into the square to music by the Band of the Royal Marines, CINCPNAVHOME.

Naval war memorial

The President, Admiral Cassidi, accompanied by Lady Cassidi and the Lord Mayor and Mayoress of Portsmouth, took the salute prior to which they had taken part in a wreath-laying ceremony at the war memorial adjoining the square.

Wreaths were also laid at the naval war memorial on the sea front to mark the 50th anniversary of the Dunkirk Veterans Association.

As always, over conference weekend, there were many happy reunions with old friends and for several delegates Portsmouth provided the opportunity to visit old naval haunts, meet up with fellow shipmates from local RNA branches and "swing the lamp".

There was also a civic reception hosted by the Lord Mayor and Mayoress with another hosted by the President, Admiral Cassidi, and members of the National Council, which ended with a dance at the Guildhall.

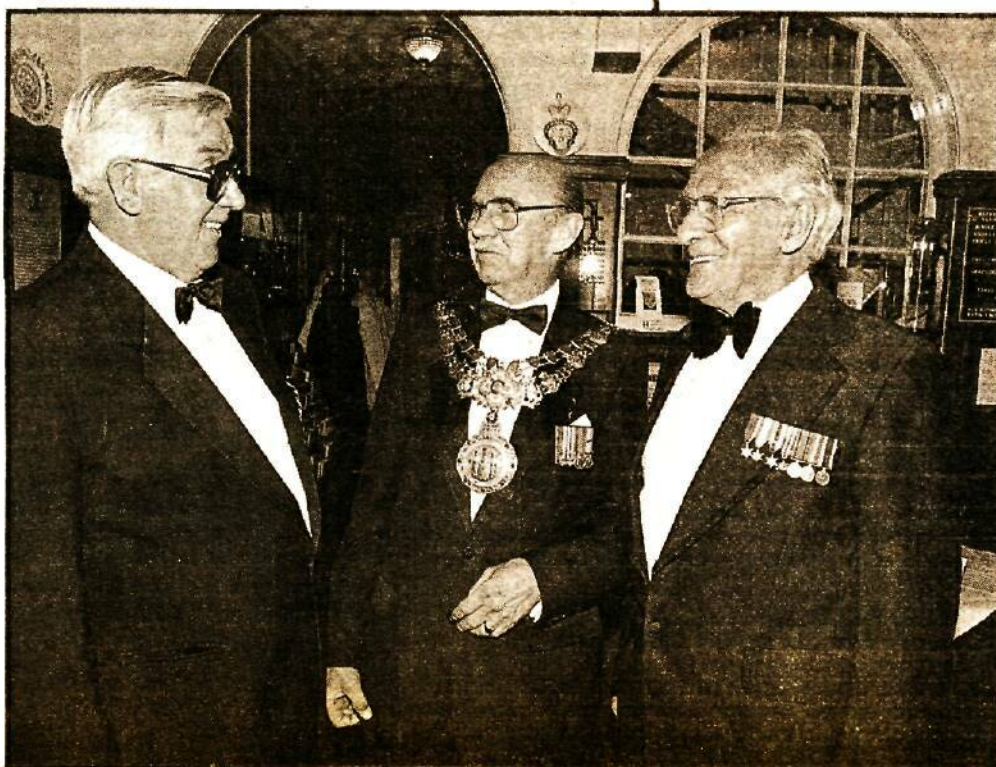
Reunion at Warwick

SHIPMATES of Warwick branch had great pleasure in hosting the fifth reunion of survivors of HMS Warwick.

Prior to their reunion dinner they were the guests of the Lord Mayor and Mayoress of Warwick, Cllr. and Mrs S. Ransom, who invited them to examine the "Black Book of Warwick", which details the history of the town at the time of Domesday.

In the evening the Warwick branch enjoyed a dinner at the Warwick Arms Hotel where, it is claimed, Admiral Nelson once stayed — and together with their guests, the Mayor and Mayoress, Major M. Gaffney, town clerk, and Mrs. G. Gaffney and shipmates of the Warwick branch they later watched a naval video and enjoyed entertainment provided by Shipmate Whittle.

Picture: Heart of England Newspapers Ltd



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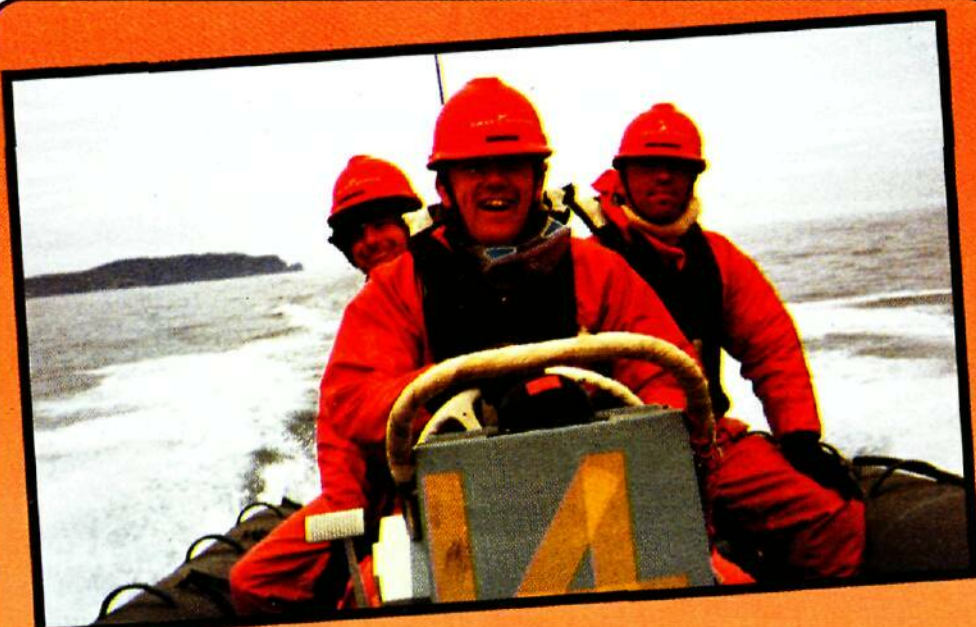
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Rib-cracking race around the islands

DRIVING an Avon Searider 4.65m RIB, a team from HM submarine Resolution came top of their class in the inaugural Highlands and Island rigid inflatable boat race.

Held in aid of the RNLI, 38 boats took part racing over 525 miles with the Resolution's team beating the opposition — some 20 min. ahead of their nearest rival.

Also taking part over the 525-mile course was an eight-man team from HMS Marlborough, the second of the Navy's Type 23 frigates, and the first being built at Swan Hunters on Tyneside.

Led by the WEO, Cdr. Bill Fairbairn, the ship's team raised over £1,000 for the RNLI which was presented to Tynemouth Lifeboat station.

The fastest boat in the Highlands and Islands race, and winner of the open class, was a RIB entered by the Clyde Marine Unit of the military police.

Their boat was powered by twin 150 hp engines and they completed the course in aggregate times of 10 hr. 7 min.

● CPO(OPS)(S) Nick Slater, PO(SEA) Paul Snee and LMEM(M) Kevin Faulkner, from HMS Marlborough, power past Cape Wrath, above, while below, CPO Colin Smith and LS John Adams pass the finishing line at Oban giving HMS Resolution first place in their class.



Festival's royal parade



RATINGS from three of the four ships in the Fourth Mine Countermeasures Squadron, HM ships Brocklesby, Ledbury and Bicester, paraded a "Captain's Guard" for the Princess Royal when she opened the National Garden Festival in Gateshead.

The three ships were berthed at the historic coaling jetty at Dunstan Quay and were on show to thousands of visitors who attended the festival over the first weekend.

HMS Collingwood, the Weapons Engineering School at Fareham, also played host to the Princess Royal when she visited the establishment to mark the 50th anniversary of training at Collingwood.

On her first visit since 1979 she was met by Admiral Sir Jeremy Black, CINCPACVHOME, and after inspecting a guard of honour the Princess went on to present medals to service and civilian personnel.

Before leaving she was presented with a cheque for £2,000 for the Save The Children Fund, the money for which was raised at HMS Collingwood's Fun Day.

The Princess Royal's busy schedule continued last month with a visit to Helensburgh to open the Faslane Fair.

Sun, sea and ceremonial



DURING her deployment to the Caribbean as the West Indies guardship HMS Newcastle enjoyed a full and varied programme.

Joining forces with RFA Oakleaf, the Type 42 destroyer made a brief stop at Nassau before conducting torpedo trials at the Atlantic undersea test range in the Bahamas.

It was then on to Miami and Fort Lauderdale where the Newcastle acted as guardship for the start of the final leg of the Whitbread Round the World Yacht Race before she departed to cover a combined anti-drugs patrol with the US Coastguard.

A visit to Belize gave the gunners a chance to prove their worth when over 130 rounds of high explosive were fired without stoppage on the NGS range and strong ties were established with the resident infantry battalion who led many of the ship's company into the jungle on a two-day exercise.

HMS Newcastle then visited the British dependency of Anguilla before visiting Montserrat where over 70 sailors were landed to help rebuild the hospital and houses still in disrepair following Hurricane Hugo last year.

On the island of St Kitts the ship's hornpipe team, led by LPTI Ivan Torpey, performed at the 300th anniversary celebrations of the mounting of the cannons at Brimstone Hill, which marked an important event in the island's history when the Royal Navy defeated the French ashore in 1690.

Visits to Cartagena to strengthen ties with the Colombian navy and to Puerto Rico to prepare for a busy period of weapon training were made before the ship set sail for home and after handing over guardship duties to HMS Birmingham, the Newcastle made her way to Portsmouth where she arrived at the beginning of this month.

● The Prime Minister of St Kitts and Nevis, above, inspects the Royal Guard at Brimstone Hill.

MARITIME MUSEUM ACQUIRES VC

THE only Victorian Cross awarded to a member of the Light Coastal Forces has been sold at Sotheby's, London, to the National Maritime Museum for £55,000, a record price for a naval VC.

It was awarded posthumously to AB William Savage who died on March 28 1942 during a night raid on St Nazaire.

Mr. Ken Bridge, national secretary of the Coastal Forces Veterans Association, paying tribute to the leader-

ship of Admiral of the Fleet Lord Lewin in the campaign to keep the VC in Britain, said it was now on public show in the entrance hall of the museum at Greenwich.

He added, "As the museum now has to find money to defray costs, it is appealing for donations — large or small. The Coastal Forces Veterans Association and the St Nazaire Society have pledged

support from their members. If your readers can spare a quid or two, it could be a great help to the museum."

Assistance so far has included £7,000 from Birmingham Nautical Club.

Donations should go to the Trustees at the museum at Greenwich, London, SE10 9NF.

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Happy returns

London flypast for a special Royal birthday

Among the 180 organisations associated with the Queen Mother who gathered on Horseguards Parade to mark her 90th birthday were men from ships she has launched in today's Fleet — the carrier HMS Ark Royal and the Polaris submarine HMS Resolution.

Lieut. Tim Howarth, currently serving with her grandson the Duke of York in the Type 22 frigate HMS Campbelltown, led the Colour Party from Flag Officer Portsmouth. Also present were representatives from the WRNS and many ex-service organisations.

There was a fly-past by four Royal Navy Sea King helicopters escorting a Fairey Swordfish "Stringbag" from the RN Historic Flight and the Royal Mar-

ines joined the massed bands of all three armed services for the evening programme.

Below: LREG Andy O'Flanagan and Cpl Paul Bowles of the Royal Military Police, London, chat to well-wishers at the Queen Mother's 90th birthday parade — her birthday is actually on the 4th of this month — while (right) a Fairey World War II Fairey Swordfish and a Royal Navy Sea King helicopter fly in salute overhead.



— and happy landings

And they didn't get their feet wet ...

During HMS Brave's Canadian sojourn her embarked 826 Squadron A Flight took time out to complete the Waterbird course at Shearwater in Nova Scotia.

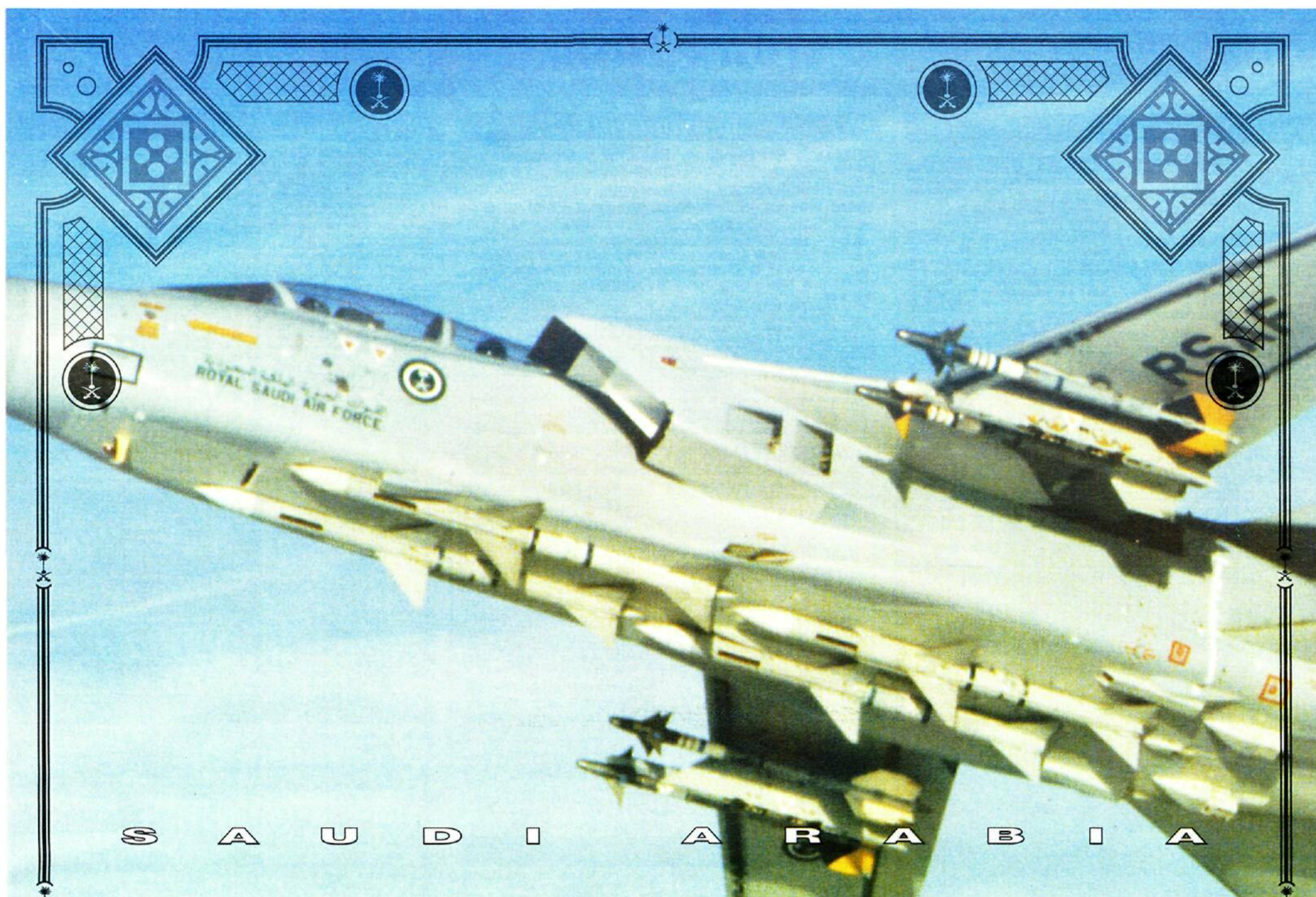
Lieutenants Dicky Bird, Tony Von Hoven, Dave French and David Miller spent a day with

their counterparts in HT 406 Squadron, practising landing, taxiing and take-off at a nearby lake in a specially sealed Canadian Sea King.

They rejoined the Brave in the Gulf of St Lawrence after a seven hour flight over the severely beautiful Nova Scotian wilderness — still dry-shod.



The Queen Mother inspects a naval guard of honour during her 90th birthday parade.



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Notice Board



Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in July:

OPERATIONS BRANCH (SEAMAN GROUP)
To CPO(OPS) — P. Stankevitch (Gib naval base), P. D. R. Young (Britannia), H. J. Lyons (Intrepid), D. A. Whiston (Brave).

To CPO(MW) — G. R. Hembrow (SMOPS Nelson).
COMMUNICATIONS GROUP, PT AND R.
To CCY — C. Bryce (RNR Tyne), H. J. Lyons (Intrepid), D. A. Whiston (Brave).

To CRS — T. R. Edwards (Mercury), D. R. McSherry (BFFI).
To CPOPT — D. Gibson (York).

MARINE ENGINEERING
To CME(L) — J. R. Neill (Ambuscade).
SUPPLY AND SECRETARIAT
To CPOCA — M. T. Harris (Hecla), K. Ebsworth (Invincible).

To CPOWTR — R. P. Geall (Fit Eng. Portsmouth).
SUBMARINE SERVICE
To CPO(OPS) — G. Fox (Turbulent), M. A. Lyden (Tiresless).

To CME(M) — S. G. Day (Dolphin Sm Sch).
FLEET AIR ARM
To CPOA(MET) — B. Croston (GCHQ Cheltenham).
To CAEM(M) — G. Taylor (702 Sqn. Osprey).

To CAEM(R) — J. W. Martin (Heron).
WRNS BRANCHES
To CWREN WTR/CWREN WTR(G) — J. G. Pett (Sultan AIB).
To CWREN(OPS)WA — A. K. Ludford (JARIC).

CHIEF PETTY OFFICER ARTIFICER
HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in May and June:

CPOMEA — D. W. Barclay (Juno), R. G. Bradbeer (Brazen), M. J. Burns (Sultan), D. Hosking (Trenchant), M. J. Ousby (Sultan), R. P. Parry (Sultan), W. P. Patterson (Sultan).

ACPOMEA — S. R. Allan (Neptune NT), R. S. Austin (Sceptre), B. Bates (Sultan), C. J. Broxham (Ark Royal), I. W. Goodison (Hermione), P. A. McCabe (Sultan), A. G. Moss (Talent).

CPOWEA — G. A. Cattrall (Minerva), A. M. Howarth (Phoebe), M. B. Kelsall (Forest Moor), D. Merrick (Manchester), K. W. Nock (MOD DGSW Portsmouth), S. P. Reed (Trafalgar), J. G. Scobie (Sceptre), P. S. Young (Fearless).

ACPOWEA — A. L. Cooper (2400 SP Crew), N. P. Humphreys (Cdre MWV Shore), K. A. Shaw (Portsmouth NB), J. H. Teasdale (FOST FMG).

ACTING CHARGE CHIEF ARTIFICER
Authority was issued by HMS Centurion in June for the following ratings to be promoted to acting charge chief artificer:

To ACCMEA — G. Howarth (Conqueror), A. G. Milne (Conqueror).

To ACCWEA — D. Lovick (Collingwood).
CHIEF PETTY OFFICER TECHNICIAN
HMS Centurion has been notified of the following promotions to chief petty officer technician which were made in May and June:

CPOCT(A) — M. L. Cliff (Sheffield).

Appointments

ADMIRAL Sir Benjamin Bathurst, Commander-in-Chief Fleet, is to be Vice-Chief of the Defence Staff from next February. He succeeds General Sir Richard Vincent, who is to be the next Chief of Defence Staff.

Admiral Bathurst's previous appointments have included command of HM ships Ariadne and Minerva and of 819 Squadron; Director of Naval Air Warfare; Flag Officer Second Flotilla; Director General Naval Manpower and Training, and Chief of Fleet Support.

Rear-Admiral M. H. G. Layard, at present Flag Officer Naval Aviation, becomes Director General Naval Manpower and Training on December 18. He will be succeeded as FONA on December 4 by Rear-Admiral C. H. D. Cooke-Priest.

Succeeding Rear-Admiral Cooke-Priest as Deputy Assistant Chief of Staff (Operations) on the Staff of Supreme Allied Commander Europe will be Capt. M. A. C. Moore. He takes up his appointment in November on promotion to rear-admiral.

Other appointments recently announced include:
Capt. D. G. Wixon, Drake in command, Sept. 13.
Capt. T. D. Elliott, Brilliant in command, Dec. 7.

Capt. J. Perryman, Cochran in command, July 10, 1990.
Capt. J. M. de Halpert, Campbelltown in command, Dec. 11.
Capt. D. M. Tall, Resolution (Starboard) in command, Dec. 13.

Lieut.-Cdr. R. J. Bishop, Leeds Castle in command, Oct. 17.

Officer Promotions

PROVISIONAL half-yearly selections for promotion from December 31 1990 are as follows:

SEAMAN: To captain — K. Hindle, I. McKee, D. Conley, K. A. Courtenay, J. R. Hance, R. M. Turner, A. K. Backus, R. A. Cotton, J. W. R. Harris, R. A. G. Clare.

To commander — P. Hobson, R. Lamb, C. D. Stockman, G. A. R. McCready, M. Dodds, T. A. Williams, N. Overington, I. T. Sewell, R. J. Dedman, P. N. Hibbert, J. P. Bearn, R. J. Ibbotson, R. C. Twitche, C. J. Brynning, R. M. Simmonds, C. P. R. Montgomery, I. M. Crabtree, D. M. Vaughan, T. R. Harris, P. J. Wilkinson.

ENGINEERING: To captain — R. E. Crawford, H. J. Critchley, P. S. Wilson, P. D. Mansfield, R. F. Johns, F. G. Thompson, N. C. F. Guild, M. G. Wood.
To commander — P. N. Payne-Hanlon, R. J. Enock, A. B. Smith, C. J. Gillooly, N. C. F. Whales, R. T. Stanton, D. M. Craig, P. R. W. Jaynes, R. J. Steel, G. J. G. Milton, A. Young, C. A. S. Batten, P. B. Shelley, M. I. Horrell, N. D. Latham, M. Storey, S. K. Firth, J. B. Cunison, K. J. Borley, D. J. Jarvis.

SUPPLY AND SECRETARIAT: To captain — T. K. Martin, P. G. Hore, P. J. Tribe.
To commander — A. W. Backhouse, C. S. Hadden, J. A. Prescott, J. H. Leatherby, B. J. Davis, M. Kimmons.

INSTRUCTOR: To captain — W. H. Kelly.
To commander — P. N. Morris, R. E. Hodsdon, G. P. Parker.

MEDICAL: To surgeon captain — R. T. Counter, J. O. Soul.

To surgeon commander — S. Q. M. Tighe, S. J. Squires, P. I. Raffaelli, D. N. Tulloch.

DENTAL: To surgeon commander (D) — R. M. Stevenson.
ROYAL MARINES: To colonel — D. A. S. Pennell, B. L. Carter.

To lieutenant — colonel — J. R. Atter, A. M. Mason.
To major — D. K. Tong, E. A. Gibson, A. C. Roy, D. G. V. Heaver, J. G. Rose.

ROYAL NAVAL RESERVE

The following promotions have been made to date September 30 1990:

SEAMAN: To captain — S. J. Lawrence.
To commander — W. G. Brooks, G. A. Burton.

ENGINEERING: To captain — R. K. Sard.
SUPPLY BRANCH: To commander — D. J. Robinson.

NAVAL CONTROL OF SHIPPING: To commander — R. J. Symons, J. A. Wilson.
MEDICAL: To surgeon commander — N. R. J. Hooper, K. B. Queen.

WOMENS ROYAL NAVAL RESERVE
To chief officer — J. H. Swann.
To first officer — S. L. Chambers, P. J. Healy, B. M. Hines, C. Y. Hughes, J. Judge, V. Metcalf, M. A. Snow, H. M. Wiseman.

Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals", Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Hazel (42), Hatfield, Herts. **Heidi** (22), 5ft.5in. Cardiff, Glam. **Stephanie** (23), Hanwell, London. **Barbara** (38), 5ft.2in. Barnsley, Yorks. **Joanne** (19), Hucknall, Notts. **Hayley** (24), 6ft. Birmingham. **Lorraine** (37), 5ft.1in. Didcot, Oxon. **Nicola** (20), 5ft.4in. Westcliff-on-Sea, Essex. **Miss G.** (37), Bedwas, Gwent. **Jakki** (46), Livingstone, W. Lothian.

Jane (20), 5ft.2in. Wakefield, Yorks. **Nadine** (21), 5ft.7in. Wickford, Essex. **Julie** (16), Buntingford, Herts. **Lorraine** (24), 5ft.5in. Leeds, Yorks. **Michelle** (19), 5ft.10in. Bradford, Yorks. **Samantha** (18), Oxford. **Glynis** (31), 5ft.1in. Normanton, Yorks. **Joanne** (22), Castleford, Yorks. **Patricia** (30), 5ft.4in. Stanley, Co. Durham. **Elaine** (45), Worsley, Manchester.

Paula (21), Trimdon Village, Co. Durham. **Jayne** (19), Portsmouth, Hants. **Lynn** (30), New Malden, Surrey. **Rita** (42), 5ft.6in. Twickenham, Mddx. **Sara** (19), 5ft.5in. South Harrow, Mddx. **Dot** (41), 5ft.3in. Gateshead. **Sheila** (43), 5ft. Carmarthen. **Dyfed** (Karen) (25), Swallow, Tyne & Wear. **Lucy** (19), 5ft.4in. Deal, Kent. **Sarah** (22), 5ft.6in. Epsom, Surrey.

Susan (21), 5ft.2in. Wallasey, Miss A. (30), Redhill, Surrey. **Sue** (25), Eltham, London. **Miss K.** (25), 5ft.2in. Kettering, Northants. **Mavis** (37), 5ft.3in. Poole, Dorset. **Ruth** (63), Plymouth, Devon. **Simone** (22), Newcastle-on-Tyne. **Miss W.** (26), 5ft.3in. Kettering, Northants. **Lyn** (33), 5ft.2in. St. Austell, Cornwall. **Janet** (24), 5ft.4in. Grove Park, London.

Tracy (17), Newport, Gwent. **Susan** (31), 5ft.2in. Kettering, Northants. **Julie** (23), 5ft.2in. Romford, Essex. **Angy** (28), Wallingford, Oxford. **Amanda** (20), 5ft.5in. Leeds, Yorks. **Pauline** (31), Washington, Tyne & Wear. **Mandy** (21), Skelmersdale, Lancs. **Margaret** (35), 5ft.1in. Washington, Tyne & Wear. **Yvonne** (34), 5ft.2in. Congleton, Cheshire. **Elizabeth** (39), 5ft.4in. Gt. Harwood, Lancs.

Caroline (21), 5ft.7in. Forest Gate, London. **Carlee** (16), West Drayton, Mddx. **Sandi** (37), Strood, Kent. **Barbara** (38), North Shields, Tyne & Wear. **Clare** (22), Welshpool, Powys. **Katherine** (17), Padham, Lancs. **Lois** (29), 5ft.5in. Stockton-on-Tees. **Emma** (16), Thetford, Norfolk. **Eileen** (27), 5ft.6in. Watford, Herts. **Karen** (25), 5ft.4in. Farnborough, Hants.

Jacqui (21), 5ft.7in. Barrow-in-Furness, Cumbria. **Fiona** (43), Camborne, Cornwall. **Jayne** (22), 5ft.3in. Coseley, W. Midlands. **Katrina** (20), 5ft.6in. Brentwood, Essex. **Melissa** (18), 5ft.1in. Wisbech, Cambs. **Irene** (58), Nottingham. **Fiona** (19), Glasgow. **Michelle** (18), 5ft.3in. Nottingham. **Emma** (17), 5ft.5in. Hull, N. Humberside. **Phiona** (22), 5ft.4in. Farnborough, Hants.

Michelle (19), 5ft.1in. Stoke-on-Trent. **Brenda** (43), Warrington. **Amanda** (18), 5ft.2in. Bury St. Edmunds, Suffolk. **Maria** (34), 5ft.1in. Mansfield, Notts. **Natalie** (18), 5ft.4in. Norwich, Norfolk. **Caroline** (24), 5ft.8in. High Wycombe, Bucks. **June** (33), Newcastle-on-Tyne. **Margaret** (34), 5ft.5in. Sheffield. **Tracey** (25), Barking, Essex. **Sharon** (20), Skipton, Yorks. **Rose** (41), Warrington.

Ann (19), Blyth, Northumberland. **Josephine** (36), 5ft.7in. Glasgow. **Georgina** (18), 5ft.3in. Didcot, Oxon. **Janet** (20), 5ft.3in. Liverpool. **Jan** (37), Aberdeen. **Caroline** (18), Bolton, Lancs. **Lynn** (31), 5ft.6in. Sheffield. **Jackie** (35), 5ft.8in. Gosport, Hants. **Sue** (19), Birmingham. **Kathleen** (25), 5ft.4in. Hartlepool, Cleveland. **Sarah** (28), 5ft.5in. Brighton, Sussex.

Patricia (34), 5ft.2in. Glasgow. **Jane** (34), 5ft.7in. Mansfield, Notts. **Louise** (19), Newcastle, Staffs. **Karen** (18), Hull, N. Humberside. **Geraldine** (33), 5ft.5in. Devonport, Devon.

Swop Drafts

LWEM(O) Wilmot, LO537 Class, HMS Collingwood, drafted HMS Campbelltown, March. Will swop for any Portsmouth ship, deploying or not.

POCK Watson, HMS Ambuscade, drafted Faslane, Oct. Will swop for any south west shore draft.

AB(M) Carr, 3Q Mess, HMS Brazen, deploying Sept. Will swop for any Devonport shore base or ship not deploying.

SA Polkey, HMS Challenger, ext 22830. Will swop for Rosyth ship, preferably not deploying.

LMEM(L) Orton, HMS Fearless, Will swop for any Devonport ship, not refitting, preferably Type 215/gas ships.

POCK Willcox, 6H POs' Mess, HMS Ark Royal, drafted HMS Cochran, Sept. Will swop for any Portsmouth draft, preferably shore draft, but ship considered.

LSTD A. Bates, HMS Sheffield. Will swop for any Rosyth ship, but may consider Portsmouth.

MEM(M) Oldland, 1 Mess, HMS Kedleston, Rosyth until Feb. Will swop for any Portsmouth ship, Mess No. 1.

WTR Ashenden, 2D Mess, HMS Active. Will swop for any ship or squadron, south of England, Devonport or Cudrore preferably, but anything considered, ship deploying Oct.

SA Wenn, 2D Mess, HMS Active, deploying. Will swop for any ship not deploying.

ALRG Kingsbury, D2 Ward, RN Hospital, Plymouth. Will swop for any draft Portsmouth area, preferably RNH Haslar. Contact RNH Plymouth, ext 348.

POWEA Preston, HMS Active, drafted ARE Teddington (London), Dec., two years.

PO/CPO WEA(AD) suitable. Will swop for any Plymouth shore base.

CK Pascoe, HMS Alacrity. Will swop for any Portsmouth ship.

WTR Schofield, HMS Sultan, ext 2421, drafted HMS Dolphin, Sept., start course, 1 Oct. Will swop for any Portsmouth general service draft.

POAEEA(R) Egan, 820 NAS/ARWS, RNAS Cudrore, ext 7196, drafted HMS Daedalus (AES), Oct. Will swop for any Cudrore draft.

POWEM(O) C. A. Jones, RCMDS Workshop, FEC, HMNB Rosyth, ext 4510, drafted HMS Campbelltown, May (Seawolf launcher), PJT package starts Jan., 1991. Will swop for any Rosyth Type 42, Portsmouth, internal Comms draft also considered.

WRO1 C. S. Wills, Drummond Block, WRNS Quarters, HMS Warrior, ext 5641. Will swop for Yeovilton or Portland draft, or southern area draft.

AB(M) Cahill, 3D Mess, HMS Arrow, deploying Jan. Will swop for any Devonport ship not deploying.

LAEM(M) Hill, RNAS Cudrore, drafted HMS Osprey, Oct. Will swop for any Cudrore draft. Contact Cudrore ext 7338 or Redruth 0209-214527.

LWEM(O) Crane, 3P Mess, HMS Nottingham, refitting Portsmouth until July 1991. Will swop for any Rosyth ship.

A/WTR Thompson, UPO, HMS Dryad, ext 4260, drafted HMS Cochran, Sept., two years. Will swop for Devonport area, but other areas considered.

CPOMEA M/L Novelle, HMS Neptune, ext 495, drafted "Synchronist", Faslane, 12 months. GS or SM. Will swop for any

Points Leaders

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at 1 July, 1990.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during June.

PO(EW)/RS(W) — Int (17.3.89), 1; **LS(EW)/RO(W)** — Dry, 2; **PO(M)** — Int (29.9.89), 1; **LS(M)** — Int (9.6.89), 6; **PO(R)** — Int (25.3.88), 3; **LS(R)** — Dry, 9; **PO(S)** — Dry, 6; **LS(S)** — Int (16.3.90), 6; **PO(D)** — Int (29.9.89), 1; **LS(D)** — 85, 2; **PO(MW)** — Int (16.3.90), 1; **LS(MW)** — Dry, 4; **PO(SR)** — Int (9.6.89), 1; **LS(SR)** — Int (9.6.89), Nil; **PO(SEA)** — Int (9.12.88), Nil; **CY** — 103, Nil; **LRO(T)** — Int (14.3.89), 2; **RS** — Int (12.8.7), 2; **LRO(G)** — Int (5.12.89), 15; **POPT** — 400, Nil; **RPO** — Int (8.3.88), 4.

POEM(L)(GS) — Int (12.7.89), 6; **LMEM(L)(GS)** — Int (18.1.89), 6; **POEM(M)(GS)** — 69, 7; **LMEM(M)(GS)** — Int (24.2.88), 18; **POWEM(O)(GS)** — Int (5.9.89), Nil; **LWEM(O)(GS)** — Int (2.1.90), 14; **LWEM(R)(GS)** — Dry, 5; **POCA** — Int (22.6.89), 3; **POCK(GS)** — 138, Nil; **LCK(GS)** — 55, 11; **POSTD(GS)** — 416, 1; **LSTD(GS)** — Int (21.2.89), 3; **POSA(GS)** — 303, Nil; **LSA(GS)** — Int (23.2.89), 6; **POWTR(GS)** — Int (6.11.89), 4; **LWTR(GS)** — Dry, 4; **POMA** — 206, 6; **LMA** — Int (8.5.90), 9.

PO(SM) — Dry, Nil; **LS(SM)** — Int (2.9.88), 2; **PO(TS)(SM)** — Dry, 1; **LS(TS)(SM)** — Dry, 2; **RS(SM)** — Int (22.3.88), 2; **LRO(SM)** — Int (14.3.89), 2; **POWEM(L)(SM)** — 272, Nil; **LMEM(L)(SM)** — Int (11.5.88), 1; **POEM(M)(SM)** — 545, Nil; **LMEM(M)(SM)** — 283, Nil; **POWEM(O)(SM)** — Int (3.5.88), 1; **LWEM(O)(SM)** — Int (8.6.88), 3; **POWEM(R)(SM)** — Int (3.9.90), 2; **LWEM(R)(SM)** — Int (19.2.88), 3;

PO(UW)(SM) — Dry, Nil; **POSA(SM)** — Int (23.8.88), 2; **LSA(SM)** — Dry, 2; **POWTR(SM)** — Int (16.8.88), 2; **LWTR(SM)** — Dry, 1; **POCK(SM)** — Dry, Nil; **LCK(SM)** — 359, Nil; **POSTD(SM)** — Int (20.10.88), Nil; **LSTD(SM)** — 142, Nil.

POA(AH) — 348, Nil; **LA(AH)** — 553, Nil; **POA(METOC)** — 490, Nil; **LA(METOC)** — Int (16.2.90), Nil; **POA(PHOT)** — 871, Nil; **POA(SE)** — 201, Nil; **LA(SE)** — Int (25.2.88), 3; **POACMN** — 458, Nil; **POAEM(M)** — Int (3.3.88), 8; **LAEM(M)** — 359, 5; **POAEM(R)** — Int (13.11.88), 9; **LAEM(R)** — 190, 15; **POAEM(WL)** — 86, Nil; **LAEM(WL)** — 468, 7; **POAC** — Dry, Nil.

POWREN(R) — 84, Nil; **LWREN(R)** — Int (7.3.88), 2; **POWREN(RS)** — Int (8.12.87), 3; **LWREN(RS)** — 92, 8; **POWRENPT** — Int (9.2.88), Nil; **RPOWREN** — Int (8.11.88), Nil; **POWRENCK** — 204, Nil; **LWRENCK** — Int, Nil; **POWRENSTD** — 360, Nil; **LWRENSTD** — 353, Nil; **POWRENSEA** — 213, 1; **LWRENSEA** — Int (11.11.88), 2; **POWRENWTR** — Int (28.10.88), 2; **LWRENWTR** — Dry, 5; **POWRENWTR(G)** — Int (11.11.88), Nil; **LWRENWTR(G)** — Dry, 1; **POWRENMETOC** — Int, Nil; **LWRENMETOC** — Int (17.6.88), Nil; **POWRENPHOT** — 586, Nil.

POWRENAEM(M) — 368, Nil; **LWRENAEM(M)** — 638, Nil; **POWRENAEM(R)** — Dry, Nil; **LWRENAEM(R)** — Int (7.7.89), Nil; **POWRENAEM(WL)** — Int (9.3.88), 1; **LWRENAEM(WL)** — Int (16.9.88), Nil; **POWRENETS** — Int (1.6.9.88), 2; **LWRENETS** — Int (13.12.88), 2; **LWRENETL** — 415, 3; **POWRENEWA** — Int (21.6.88), Nil; **LWRENEWA** — Int (11.1.89), Nil; **POWRENDHYG** — 240, Nil; **POWRENDSEA** — Int, Nil; **LWRENDSEA** — 107, Nil; **POEN(G)** — 795, Nil; **LEN(G)** — Int (18.10.88), Nil; **PORG** — Dry, 5; **LMA(Q)** — Dry, 1.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22.

POWRENQA — Dry, Nil; **POWRENMT** — 458, Nil; **LWRENMT** — Int, Nil; **POWRENTEL** — 760, Nil.

Deaths

R. St. E. Johns, Lieut.-Cdr. June 9.

R. B. Farrimond, ALMEM(M), HMS Illustrious, June 25.

D. Part, CPOSA, Southampton Careers Office, July 6.

J. M. Macaskill, APOCA, HMS Liverpool, July 12.

Sir Robert Panckridge, KBE, CB, Surg. Vice-Admiral (ret'd). Former Medical Director General of the Navy. Service included HMS Nelson and Implacable and hospital appointment at Bight, Malta, during Second World War.

S. K. Sutherland, Capt. (ret'd). Appointments includes HMS Duke of York and Eagle, command of HMS Vernon, and Director of Naval Foreign and Commonwealth Training. Later General Secretary of King George's Fund for Sailors.

S. Pollock, Ex-AB, Served Second World War. Member HMS Middleton Assn. Aged 72.

W. Pagan, Ex-FAA, ships including HMS Theseus, Unicorn and Illustrious. Aged 66.

R. Jones, Ex-AA gunner. Ships included HMS Honeysuckle. Member Flower Class Corvette Assn.

W. Granger, Sheffield. Member HMS Ocean Assn. Also member Sheffield RNA and Fleet Air Arm Assn (Standard bearer). Aged 69.

A. Clark, BEM, Ex-FAA, Jarvis Entry.

W. R. Saunders, Ex-LSTO, Service included HMS submarine Shark. Later POW.

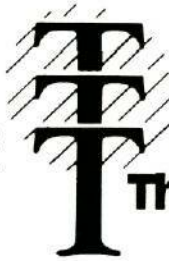
R. Freer, Ex-Sig. Ships included HMS Waveney, Plover and Anthony.

R. R. Servais, Lieut. (ret'd). Served 1958-63. Regulator and later commissioned, appointments including Deputy Naval Provost Marshal London; Naval Provost Marshal Chatham; and Regulating Staff Officer at both HMS Nelson and HMS Collingwood. Aged 47.

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1st XI STRUGGLES...

WHEN the Royal Navy travelled to Roehampton to meet United London Banks the result was a high-scoring match on an excellent pitch, writes *Lieut.-Cdr. Jim Danks*.

Having lost three wickets for 40, the RN's next batsman was Sub-Lieut. Alistair Falconer (Boscombe Down), who joined Capt. Richard Walker (RM Poole). Both played some fine attacking strokes — Walker scoring 64 and Falconer 96, an excellent first appearance in the senior side.

Skipper Robin Hollington was the architect of the final effort as the Navy scored 100 runs from the last 10 overs — he himself made 54 n/o, including eight fours and a six — and finished at 262 for 7.

But the flow of runs from ULB was not to be stemmed. A promising display by their batsmen and a below par performance in the Navy field gave the Banks a nine wicket win with six overs to spare.

There was another sound beating to come. The MCC Young Cricketers came to Portsmouth and with some fine battling ran up a ten wicket victory in the 31st over.

When the British Police came to Burnaby Road, the Navy asked them to bat first, hoping to extract some early life from the pitch. They were rewarded with the wickets of the prolific run-getter Malcolm Roberts, who earlier this year made the highest score by a Minor Counties player in the Benson and Hedges competition, for nine, and of Shaw for 0, leaving the Police at 17 for 2 off 6 overs.

But the Police recovered to finish their 55 overs at 318 for 3, leaving the Navy to score at almost six runs per over. Lieut. Mike Bath made 39 before he was fifth out with the score at 112 and apart from a partnership of 66 between McNeish (44) and Hollington (21 n/o), the bowlers retained their tight grip on the match. At the end of their overs, the Navy stood at 193 for 7, leaving the Police winners by 125 runs.

Club Cricket Conference and a Southern League XI provide the opposition in the RN's last two matches prior to the Inter-Services, which will be held at Vine Lane, Uxbridge, hosted by the RAF: August 6, RN v Army; August 7, RAF v Army; August 8, RN v RAF. Spectators are very welcome.

BUT U25s FLOURISH

SELECTION for the RN's under 25 Inter-Services team proved extremely competitive and team spirit was high. This year for the first time ever the competition ended in a three-way tie.

Considering the lack of experience of the RN team — almost a brand new squad — this was a fine result for the Navy players and bodes well for the future.

As it turned out, each match was won by the side which batted first. This fell to the Navy in their match against the RAF. A stand of 93 by skipper Lieut. Mike Bath (Nelson) and Sub-Lieut. Rob Giles (Liverpool University) got the side out of an early spot of trouble.

Good knocks by Sub-Lieut. Alistair Falconer (Heron), Mne. Taff Kenchington (CdoLog) and Mne. Andy Procter (45 Cdo) saw the tally rise to 216.

Full of capped players, the RAF nevertheless struggled against Navy bowling and the Senior Service recorded their first win against the RAF since 1982, dismissing them for 194.

The next day the RAF beat the Army by 18 runs, leaving the Navy to beat the Army to lift the title. But the Army won the toss and elected to bat, reaching 252 for 7 off 55 overs. Only AB Steve Miles (Turbulent) bowled well.

LMEA Dean Braithwaite (Sultan) and Kenchington put on 60 in 15 overs for the Navy. Falconer and Procter also did their best but the RN were all out for 202.

● Braithwaite, Miles, Mne. Jim Moncur (CdoLog) and Falconer were selected to play for a Combined Services team against the English Schools CA, who batted first and scored 272 for 4. Miles returned three for 61 and 23 overs.

CS were in top battling form, reaching 273 for 3. Falconer scored a match winning 120 n/o, sharing in century partnerships with Penney and Render from the RAF.

Price proves his worth

THE ARMY may have won the Inter-Service Athletic Championships at Brickfields, Plymouth, but members of the Royal Navy track and field team did themselves proud, taking medals in various events, writes *CPOPT David Woolcott*.

Cpl. Stu Gibbs (CTCRM) maintained his first place in the high jump with a height of 2.03m. New find, Sgt. A. Kibor (Sultan) came a close second in the long jump with a distance of 6.84m and third in the triple jump with a distance of 14.27m.

New to the team this year, Mne. Kevin Gray came third in the pole vault with a vault of 3.9m.

Lieut. Terry Price (FWES Nelson) proved early season training pays off by coming second to Sgt. Kris Akabosi (Army and Great Britain) in the 400m hurdles in a time of 53.2 sec. He had a splendid run in the 110m hurdles; his time of 15.3 sec only slightly behind the winner. Terry also won the 400m hurdles in the Northern Ireland Championships.

Stalwart Lieut. Chris Robinson collected bronze for a run of 14.43.6 in the 5,000m, won by international runner Ft. Lieut. Julian Goater (RAF).

POWTR Pete Davies (Warrior) was just .03 secs away from winning the 800m.

At command level, the Royal Marines held off Portsmouth to take the Inter-Command Championships by 15 points.

Gibbs collected three medals — high jump, shot and 110m hurdles. His CTCRM colleague

Sgt. Andy Mitchell won both the hammer (beating teammate Cpl. Nev Nixon of HMS Beaver) and the discus, with a throw of 41.12m.

Lieut. Andy Quixley (Invisible) won the javelin.

POWEA R. Williams (Renown) won both the 100 and 200m in good times and stormed home as the anchor leg in the 4x100m to win the event for Scotland Command.

LPT Whisky Hague (Heron), Mne. Kevin Gray (45 Cdo.) and WEM Blackman (Renown) showed promise in the sprints, pole vault and 400m respectively.

Final mens results: 100m: PO R. Williams 10.9. 200m: PO Williams 22.7. 400m: WEM Blackman 50.4. 800m: Cpl. Speight 1.54.3. 1,500m: Cpl. Speight 4.20.3. 3,000m steeplechase: PO R. Hesleden 9.46.2. 5,000m: Sub Lieut. S. Gough 15.10.3. 110m hurdles: Lieut. T. Price 15.5. 400m hurdles: Lieut. Price 54.1. Pole vault: Mne. K. Gray 3.9m. Triple jump: Sgt. A. Kibor 14.21. Long jump: POPT M. Norford 6.27m. High jump: Cpl. S. Gibbs 1.95m. Javelin: Lieut. A. Quixley 54.98m. Shot: PO G. Mortley 12.3m. Discus: Sgt. A. Mitchell 41.21m. Hammer: Sgt. Mitchell 42.64m.

Above right: Second from left Lieut. Terry Price (Nelson) competing in the 110m hurdles at the Inter-Services competition. Terry (15.3 secs) was just beaten into second place by LAC Smailes RAF (15.2 secs) on the right of the picture.



MARATHON

THE 1990 RAF Swindley Marathon will take place on October 20. Unlike previous years it will not incorporate the RN Marathon Championships, but all naval personnel are very welcome to participate as individual entries. Entry forms can be obtained direct from RAF Swindley or by application to Cdr. Brian Davies at HMS Dardalus (ext. 4182).

PROMISING RUN UP TO INTER-SERVICES

IN ONE of the most promising starts to the season for a number of years, the Royal Navy tennis team has taken consecutive victories over four top London clubs.

After initial setbacks against Oxford University and the Civil Service, the team defeated the All England Club (5-4) at Greenwich Royal Navy College, Hurlingham Club (5-4), Queen's Club (6-3) and Roehampton (6-3).

Although the nucleus of the team remains from last year, it has been bolstered by the arrival of Mne. Nigel Owen (BRNC Dartmouth) and US Navy exchange officer Lieut. Mike Dashiell (also BRNC).

Lieut. Rob Reynolds (RAE Farnborough), the team captain, is confident the squad can improve on last year's promising performance in the Inter-Service competition. This year's event will take place at Wimbledon on August 6th and 7th.

He said, "Last year we pushed the other Services in a number of rubbers but lacked strength in depth. Now we appear to have players who may surprise the Army and the RAF."

Guest stays on as champ

DESPITE lashing rain and strong winds at Launceston Golf Club, Surgeon Lieut.(D) Phil Guest (NDC) played very steadily to retain his title as Navy Champion with scores of 76, 76, 75, 74, writes *Lieut.-Cdr. Roger Knight*.

But he was made to fight all the way by Mne. Greg Smith (Warrior), who came second, and Lieut.-Cdr. Alan Bray (Temeraire), third.

Smith led after the first round with a creditable 73. Guest lay second, three shots adrift. With only six players breaking 80, not many relished the idea of playing again in the afternoon as conditions were worsening.

Smith shot a 74 to keep himself in the lead by two shots from Bray, who came in with a 71, a magnificent round of golf for the conditions.

The third round saw Smith falter a bit with a 79 and Bray caught him with a 77. Guest stayed third, one shot behind. CPOWEA Steve Lambert (Renown) was well placed four shots behind the leaders and POWEA Jim Thomson (Valiant) lay fifth.

All was set for an exciting last round, but the championship was really decided as early as the second hole; Smith bogied the first two holes and Bray drove out of bounds at the second and ran up a card-wrecking eight.

Guest played on steadily to win by two shots, his third victory in four years. The cream — as handicaps went — came to the top: the handicaps of the first three were one, one and two respectively. Mne. Mark Aston (45 Cdo) came fourth with scores of 81, 78, 75, 74.

In the Inter-Command Championships, being played concurrently over three rounds

with the best five scores of six being counted towards the Command total each round, Portsmouth achieved a third title in succession with scores of 398, 399, 385 to finish five shots clear of the Royal Marines (400, 400, 387).

Both competitions were sponsored by Astra Defence Systems, sponsors of the RN golf team.

GOLFER OF RENOWN

MEANWHILE, congrats. to CPOWEA Steve Lambert (HMS Renown), winner of the Submarine Flotilla Golf Championship.

Steve, a 5 handicap golfer who currently represents the Royal Navy at the sport, carded the best gross score to win the event.

The 36-hole competition was played at the Hilton Park Golf Club, Milngavie, Glasgow, and attracted more than 90 competitors. It was sponsored by Courage International.

Next year's championship will be hosted by the Portsmouth Area Submarine Golf Society and played at Lee-on-Solent Golf Course.

OWING to pressure on space several sports reports have been held over for the September edition.

Well placed

BAD weather failed to dampen the performances of track and field athletes at the Royal Navy Athletic Club's annual home fixture, this year held at Plymouth.

Of the seven leagues within the Southern Mens Athletics League, RNAC are now placed in the top half of Division 1, having beaten Harlow AC and other clubs from the London area. A big turnout is expected for the final match at Dartford in August.

● Fine performances from Ck John Potts (Gloucester), Lieut. Karl Hope (Mercury), LPT Nick Hague (Heron) and Lieut. Austin Mbanu (Collingwood) ensured RN(PO) beat two Army teams in the annual MOD 4x400m relay at Motspur Park. It was also very close in the 4x100m. Guest athletes from the RN also achieved some good placings in the track and field programme.

EPEE DAYS

FOR the first time the ladies took part in the epee event of the Inter-Services Team Fencing Competition this year and the WRNS team won, beating the favourites into third place behind the Army.

Team members were Wren Caroline Davies (Dryad), who won all her fights, CWren Clare Rowing (Captain Weapons Trial) and POWRENT Heather Hutchinson (Drake).

The presence of Charlotte Read (UCE) was missed in the foil team, which didn't perform as well as the epee squad. Charlotte is currently away at the world championships with the Great Britain team.

Meanwhile, the Navy men failed to shine despite very promising performances in the Inter-Command competitions and civilian matches.

Individual Inter-Services medals were won by: WO Anthony Siddall (Drake), who took bronze in the sabre; Second Officer Maggie Myers (RNR Cambria); silver medalist at foil; and Wren Caroline Davies (Dryad), who took a bronze in the epee event.

Double top

RIGHT on target — Royal Navy teams finished in first and second place after 205 teams battled it out in the Naafi National Team Darts Championships.

Outright victors were the Portland Flyers, CPOs Mick Jones and Taffy Bright, PO Ray Harte and Mr Don Stone, regulars of Naafi's Portland Fleet Club.

They triumphed in the final against fellow RN representatives from the Drumfark Club, Helensburgh, LMEM Dave Hughes, POM Dicky Penneil, ex-CPO George Dixon and Mr Jed Keech, ex-Naafi Club Manager.

The competition was sponsored by Grand Metropolitan Brewing.

GREAT TRIERS

ONE of the hottest days of the year saw the country's best teams assembled for the Triathlon National Relay Championships — the toughest relay event held.

It consisted of swimming 500m, biking a three lap course, nine miles in total, and running three miles. One hundred teams of four took part.

First to exit from the mass start was Mne. Watson (Navy C), followed by Mne. Fletcher (Navy A), getting the RN off well.

Next to go on the bike for the A team was Cpl. Bernie Shrobbree, who rose from 8th place to 3rd after a brilliant ride. His team colleague, Mne. Chris Rea, followed on the run. He secured 3rd and handed on to Cpl. Nick Harwood, who had a nightmare of a swim and lost four places.

He handed over to Fletcher for his bike section, losing a further place, and he then handed on to Shrobbree for the run. His three miles in 14 minutes 14 brought the team back into contention.

He passed on to Rea for his second leg, the swim, who emerged holding on to second place. There was now a real buzz going round with the best teams getting closer as weaker members started on their worst disciplines.

Harwood maintained the team position on his bike and handed over to Fletcher for his run. He dropped to third and Shrobbree commenced his swim. Rea followed. Then Harwood, who finished his run in just under 16 minutes, giving the team third place overall.

The ladies team, lead by LWRENT Jo Dobson, finished a creditable fourth in the ladies event. Even the C team, with the bad luck of a puncture and need to change wheels, finished just outside the top 30.

Results overall: Navy A, 3rd. Cpl. Shrobbree, Mne. Rea, Mne. Fletcher, Cpl. Harwood. Navy B, 13th. POPT Boon, Mne. Kerrigan, Mne. Longman, Cpl. Morgan. Navy C, 32nd. Mne. Watson, Capt. Hutton, Mne. Delaney, POPT Badham, WRNS A, 4th. LWRENT Dobson, LWren Gent, LWren Redpath and POWren Grady.

● POPT Danny Boon has been selected to represent Great Britain in the World Triathlon Championships in Florida at the end of the summer. Boon, who represented England in the Commonwealth Games at Auckland, has also been making his mark in the super-tough world of the Ironman endurance competition. He finished 21st in a field of 239 at Swindon — his first Ironman — completing the 2.4 mile swim, 112-mile bike ride and full marathon in atrocious weather conditions.

Windsurfing

MARAZION in Cornwall with the marvellous backdrop of St Michael's Mount provided the setting for the Royal Navy Windsurfing Championships.

Steady but light southerly winds made for good tactical racing round excellently set "M" courses. Lieut. Ian Plant, currently serving at Portland, proved master of the conditions and led home each of the three races by a good margin.

Competition throughout the rest of the fleet was much tighter, with Lieut. Carl Downing (702 Sqn.) proving to be the best heavyweight.

The following day winds failed to reach the five-knot minimum and racing was cancelled, so the previous day's racing counted as the final result.

US hockey

INTERESTED in playing weekend hockey in the South West? Trials are being held by United Services Hockey Club, Plymouth, on August 29 and September 5 starting at 1700 on the Astro Turf pitch at HMS Drake. Or contact Simon Middlemas (1st XI capt. and club sec.) at Devonport Dockyard ext. 67434 or Plymouth 896147. Or Jim Durant (2nd XI capt.) on Mount Wise ext. 4029. Or Charlie Stewart (3rd XI, mixed, indoor capt.) on Plymouth 667451.

NATO Trophy

PRIOR to 40 Cdo RM boxing championship getting underway, the Commanding Officer, Lieut-Col. A. D. Wray, presented the NATO Trophy to Mne. Mark Edwards for his outstanding contribution to amateur boxing.

Navy Champion and Combined Services Champion 1987/88 and 1988/89, Mark was also ABA champ 1987/88. Representing England, he won bronze medals at the Commonwealth Games and TSE Tournament, East Germany, silver in the Canada Cup and gold in the Tamar Tournament in Finland.

At a slightly less illustrious level, there were 10 three round contests in the unit championships, ending with a knockout in the final bout. Mne. Andy Nash felled L/Cpl Baxter in 32 seconds of the second round. Overall winners were B Company and the most promising boxer award went to Mne. Irvine, of A Company.



Sport



SAILING AWAY WITH LAURELS

NAVY sailing is climbing to new heights, with 1990 proving to be a year of outstanding success. Key results have been:

- Winning the Inter-Service dinghy team race — the Victory trophy — last won by the RN in 1964 when Olympic gold medalist Rodney Pattison was in the team.
- Winning the Inter-Service Ocean Racing Championship — the Services Offshore Regatta — for the first time since 1982. Cdr. Tony Higham (DNMP) and his crew in Chaser won the offshore race.
- Surgeon Lieut. Tim Spalding (Neptune) reaching the final of the James Capel National match racing series in yachts. He will meet the cream of Britain's yachtsmen, including Americas Cup helmsman Eddie Warden Owen.
- Cdr. Colin Watkins (DNW) skippering Satquote British Defender around the world — first Services entry in the Whitbread Race since 1977.
- Cdrs. Dave Maclean (ARE Haslar) and Ras Turner (Hermione) finishing seventh of 65 in the highly-competitive International 14 Dinghy European Championships at Lake Garda, Italy. See picture right. ♦



Above: Life in the old girl yet — Crusader, the Navy's rather elderly Contessa 32, held her own in a race around the buoys in the Solent.

Picture: Lieut.-Cdr. P. J. Balfour

VICTORY IN OFFSHORE REGATTA

SEVERAL months of planning, including the procurement of two new yachts, saw the Navy team gathered together at JSASTC to do battle with the RAF and Army in the inter-service ocean racing championships — the Services Offshore Regatta.

The Navy team consisted of the Nicholson 55 Chaser, skippered by Cdr. Tony Higham, the brand new Sigma 38 from RNEC Manadon, Gauntlet of Plymouth (Cdr Ras Turner), and the ageing Contessa 32 Crusader sailed by Lieut.-Cdr. Luke van Beek (FOST Staff).

Consisting of two races, a race round the buoys in the Solent opened proceedings. In light breezes making for nail biting tactical sailing the RN team finished a close second to the Army with Chaser winning her division, Crusader coming in a close second and Gauntlet in her first-ever race achieving 3rd place in her section.

The scene was thus set for the 192-mile treble points scoring race round the Channel with a course from Portsmouth to Owers off Selsey Bill, out to mid Channel, back to the eastern Solent, before returning to 2 buoys in mid Channel then through the Channel Islands before the finish at St Peter Port, Guernsey.

Starting in determined fashion, the RN team established a clear early lead which was maintained until the wind dropped in mid Channel some 12 hours after the start. In calm conditions and strong tides the yachts were forced to anchor in 75 m of water and after a difficult night, with a certain amount of anchor dragging, the Navy team found itself with a major battle on its hands as the Army had crept ahead.

The final 60 miles of the race allowed the highly experienced RN team to show its skills and return to the lead — the last stages requiring 'rock hopping' off Alderney and Herm — finally to defeat the Army. Team captain Tony Higham won overall in Chaser and Ras Turner and his crew achieved an outstanding result, winning Division 2 in Gauntlet.

Gauntlet outstanding

Youth and experience combined in the Navy squad — which included Capt. Richard Yeomans, Rear Commodore Offshore of RNSA and foredeck hand WEA App. Paul Alderton (Invincible), both in Chaser.

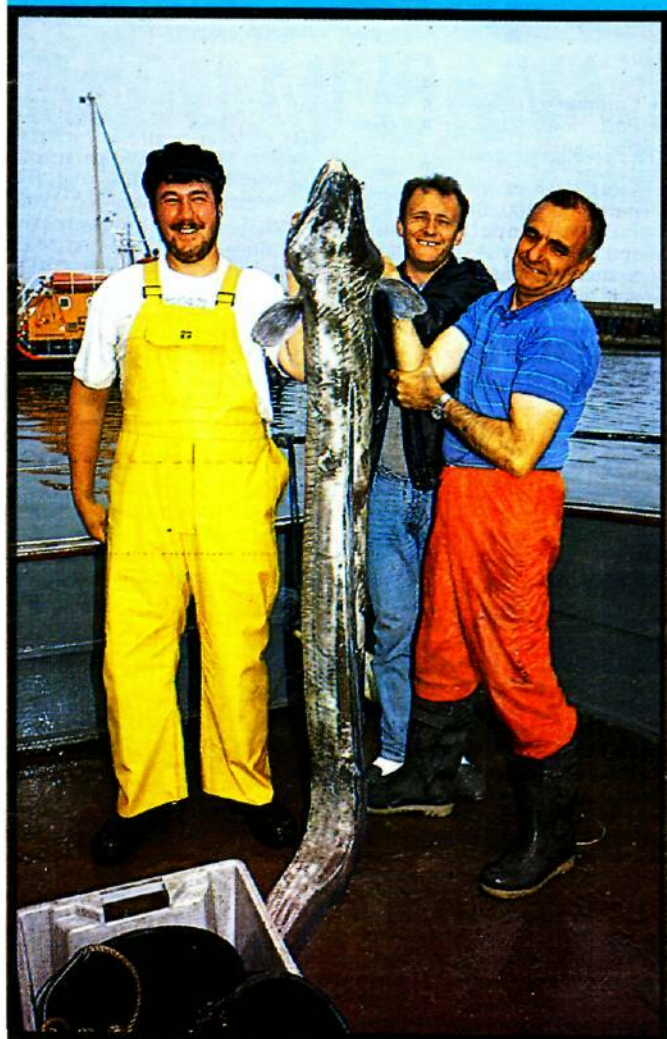
Top RN helmsman Lieut. Rick Hanslip (ARE Portsmouth), Lieut.-Cdr. Ben Falat (Sultan) and Lieut. Nick Brewer (Daedalus) kept the yachts moving at full speed, with Olympic-hopeful Lieut. Steve Cockerill (Collingwood) trimming the mainsheet in Gauntlet.

Lieutenants Ian Jackson and Roger Guy of the Ark Royal were both outstanding crewmen.

WRNS were represented by POWren Vicky Bonnet (Sultan) in Crusader, who showed — like the girls in Maiden — that ladies are a force to be reckoned with in ocean racing.

The success of the young team bodes well for major, national events to come. It is hoped a proposed sponsored RNSA racing yacht will be the next stepping stone to more racing success and towards the ultimate goal — winning the 1993 Whitbread Race.

Congering hero



SIX Commands competed in the fourth Royal Navy and Royal Marines Angling Association Inter-Command Boat Fishing Championship, which took place off Plymouth over two days.

Despite the boats being restricted to marks within 20 miles of the coast, an amazing 2,821 lbs of fish was brought to the scales. Many specimen fish, notably conger, came out of the depths on the first day, when wind and tide allowed very accurate anchoring.

The heaviest eel was an outstanding 91½lb monster caught by POCK Mark Sheppard (Plymouth), who was fishing from Gay Girl IV, skippered by Bob Williamson. He took the huge fish with just 25lb test line.

Cpl. Gary Austin (RM) caught a 57lb 15oz conger and CPO Geoff Murphy (Scotland) brought a 30lb 6oz ling to the scales.

The championship finished as follows: 1, Plymouth (578-7-8) 37 pts; 2, Royal Marines (552-9) 32 pts; 3, Portsmouth (499-7) 32 pts; 4, Fleet (453-9-8) 27 pts; 5, Scotland (378-15) 22 pts; 6, Naval Air Command (357-13) 18 pts.

Individual championship: 1, Cpl. Austin (178-14) 12 pts; 2, LCA Chris Wildman (Plymouth) (231-8) 11 pts; 3, CK Cliff Newbold (Fleet) (199-14) 11 pts.

Coarse notes

Taunton Bridgwater Canal at Taunton was the venue for Inter-Command Coarse Angling Championship, won by the Royal Marines on 37 points. Following them were Plymouth (35), Naval Air Command (30), Portsmouth (26) and Scotland and North-

ern Ireland (23).

Individual result: 1, POMEM Steve Hastie (Plymouth), 12lbs 15oz. 2, Mid. Keith Jelbert (NAC), 12lbs 13½oz. 3, POMEM Andy Vaughan (Plymouth), 8lbs 13oz.

Inter-Service Coarse Angling Championships were held at the same location. The RAF won with 46 points, just one point ahead of the RN. The Army trailed on 31 points.

Individuals: 1, Sgt Gary Vongyer (RAF), 6lbs 12½oz. 2, LA Colin Davis (RN), 6lbs 7oz. 3, WO Mick Marriott (RAF), 6lbs 6oz.

In the Sundridge Super League the RN team is top of SW Div. 2, four points ahead of nearest rivals and 25 points in front of the third placed team. The season is a third of the way through.

Having scraped through into the next round of the Skanderburg Knockout, the RN team faces two matches in the south and the all-England final in the Midlands if it is to get through to the final in Scandinavia. Best of luck!

Left: POCK Mark Sheppard with his 91½lb conger. On the left is crewman Darren Kester and on the right skipper Bob Williamson.

TRAINING AVAILABLE

RN Football Association is holding the following courses: 1) Players Proficiency Course — Sept. 25 at HMS Temeraire. For all players of "potential RN" standard. 2) Coaches Refresher Course — Sept. 10 at HMS Temeraire. For all RN soccer coaches with preliminary or above qualification. 3) Coaches/Managers Acquaint Course — Oct. 23 at RNAS Yeovilton. For all Command/establishment managers and coaches. Personnel wishing to attend should contact their establishment soccer secretary. Further details: POPT Arthur McGoff, RNFA, Dept. of DNPTS, HMS Temeraire, Burnaby Road, Portsmouth, Ext. 23974.



Early rise chance for GL lieuts.

GENERAL List lieutenants may now be recommended for early promotion to lieutenant-commander if considered suitable.

The new selective promotion scheme will allow Boards to award six or 12 months early promotion, based on merit, for about 12 per cent. The rest will continue to be promoted at eight years' seniority.

GL lieutenants will be considered for early promotion in a seniority band of 6.5-7 years as a lieutenant, although those who have applied for premature voluntary release will not be eligible.

The first Boards will be convened in November and selections announced the following

Selection boards to meet in November

month. These boards will consider two batches for awards, with the more senior batch being awarded only six months acceleration.

This will ensure that introduction of the system permits officers selected to catch up with, rather than overtake, the six-monthly seniority bracket

ahead who did not have the opportunity to participate in the scheme.

Subsequent selection boards, to be held every six months, will look at one batch each time for either six or 12 months acceleration.

The scheme will be reviewed after two years in operation.

Thompsons turn out for Royal Tournament

BOASTING 79 years of military service between them, the Thompson family, of Hornchurch, Essex, came together for this picture in the uniforms of their respective services.

LA(Phot) Richard Thompson (second right), from HMS Daedalus and currently attached to Portsmouth Field Gun Crew, and Musician Glen Thompson, based at Deal, both participated in this year's centenary tournament and enlisted the loyal support of Mum, Marjorie (officer commanding the girls' Nautical Training contingent, Hornchurch unit) and Dad, Brian (commanding officer, TS Hurricane, Hornchurch).

With the Royal Navy as the lead service for the 1990 tournament, the theme of the show depicted the history of the Royal Marines and included a massive backdrop of a ship of the line from the Napoleonic period.

Picture by PO(Phot) Stu Antrobus.



Hooray Henleys!

HISTORY was made at Henley Regatta's Finals Day when a team of trainees from HMS Raleigh challenged the Metropolitan Police in an open whaler race.

Suitably dressed for the occasion, the team, with Wren Tracy Broadribb as cox, rowed their 27ft. Montagu whaler over the 1,000m. course and came a respectable second against the more experienced police team.

This was the first time the race was allowed to take place at Henley and although the police

took home the challenge cup, presented by CINCPACHOME, Admiral Sir Jeremy Black, Raleigh's trainees were rewarded with a bottle of champagne each.

Pictured receiving their champagne from Mr. Paul Roger, of the Roger champagne house, are, back, left to right, ex-PO Richie Richardson (trainer), ASA Richard Champ, ASA Nick Sparey, ASA Chris Searle and ASA Paul Bennett.

Front, left to right, are ASA Jason Lee and Wren Tracy Broadribb.

Picture by PO(Phot) George Hunter.

Crash landing for Sea Fury



Wreckage of the Royal Navy Historic Flight's two-seat trainer version of the Sea Fury around an oak tree after the forced landing eight miles from Yeovilton.

THE Royal Navy's only Hawker Sea Fury T20, the last airworthy example of the trainer, crashed soon after take off from RN air station Yeovilton on July 14 and broke into three main pieces.

When the engine failed, the pilot, Lieut.-Cdr. John Beattie, made a wheels-up forced landing in a field near Castle Cary, avoiding a built up area with a downwind landing.

There was a clear landing run as he touched down but the aircraft could not respond to rudder and it

veered into a clump of oak trees.

Although the aircraft was fully fuelled, no fire broke out, but the pilot suffered superficial injuries, and CPO Young had three cracked ribs and a dislocated shoulder.

It was just over a year earlier, in June 1989, that

Lieut.-Cdr. Beattie had baled out of a single-seat Sea Fury when an undercarriage failure precluded a safe landing. That aircraft crashed into the sea and was not salvaged.

Now, after its second loss in 13 months, the Royal Navy's Historic flight is reduced to two flying aircraft — a Fairey Swordfish and a Fairey Firefly.

Prospects of restoring the Sea Fury which crashed in July appear remote.

Staying at Deal

THE Royal Marines School of Music is to remain at Deal "for the foreseeable future", it was stated in a Commons written answer.

NAVY SLIM DOWN

From page one

In a Commons statement Defence Secretary Mr. Tom King said there would be consultations with the NATO authorities and our allies, the defence industries and "most importantly, with all those staff directly affected in the Armed Forces and the MOD's civilian staff."

Mr. King also announced the establishment of a strategic reserve division, bringing to-

gether amphibious, parachute, airborne and armoured formations.

With largest manpower reductions falling on the Army and RAF, the overall fall in regular Service manpower envisaged for the mid-1990s, is about 18 per cent, and it is expected civilian numbers will be similarly reduced. The RN/RM figure is expected to be 60,000, compared with 63,000 at present.

FIRST SEA LORD

From page one

tial operational peacetime tasks, Britain needs force levels which can realistically be fully manned and supported and which are affordable.

"The Navy Board is determined that this should be reflected in an improved balance between resources — especially people — and the work to be done. We must take this opportunity to man the Fleet better and redress our current gapping situation."

Admiral Oswald also said, "We look ahead to a slightly smaller but appreciably more modern Fleet. We already have 22 ships and submarines on order, worth over four bil-

lion pounds, and all major capabilities and weapon projects remain. Thus the Service can approach the new century with confidence.

"I believe we also have a unique opportunity to bring our manpower back into balance. Recruiting is good and we have the real prospect of markedly reducing gapping throughout the Navy and Royal Marines.

"I know we shall continue to maintain our high professional standards which have long been admired at home and abroad, and I hope you will all approach these changes in a positive manner since there is a great deal of benefit to be derived."